CLOSED FORMULA? Why the Andretti bid backfired... and what it says about modern F1



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INSIDE



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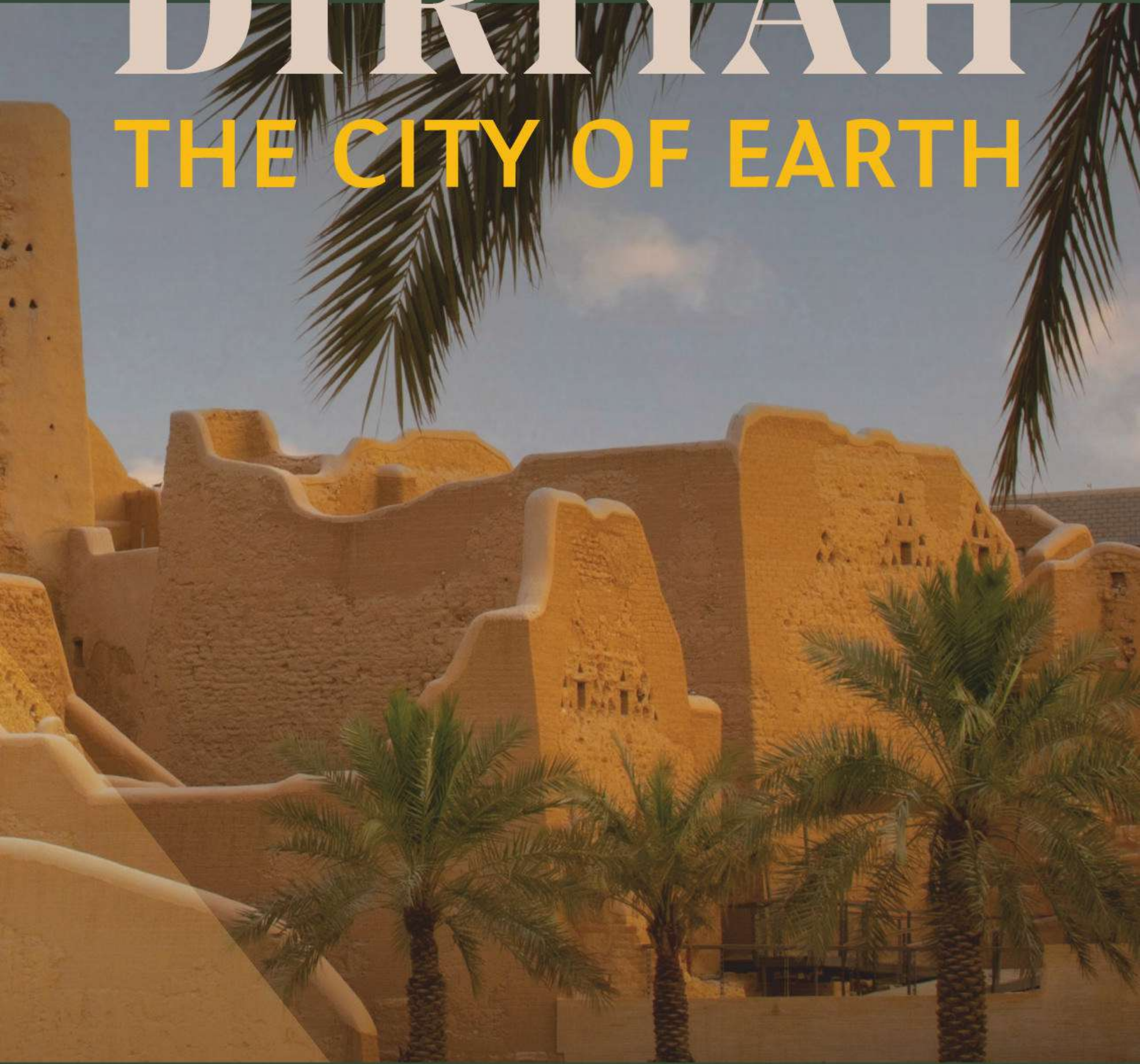



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THE CITY OF EARTH



At-Turaif,
UNESCO World Heritage Site
The birthplace of the Kingdom
A 300-year-old legacy

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54 While the gate remains firmly shut for Andretti's entry into Formula 1, the Americans are nevertheless pushing on with their plans

October

Issue No.1190 Volume 100, No.10



F1 TRACKSIDE VIEW

JOE SKIBINSKI/IMS, JONATHAN BUSHELL, JONES/SUTTON, CRAIG PUSEY, SAM BLOXHAM





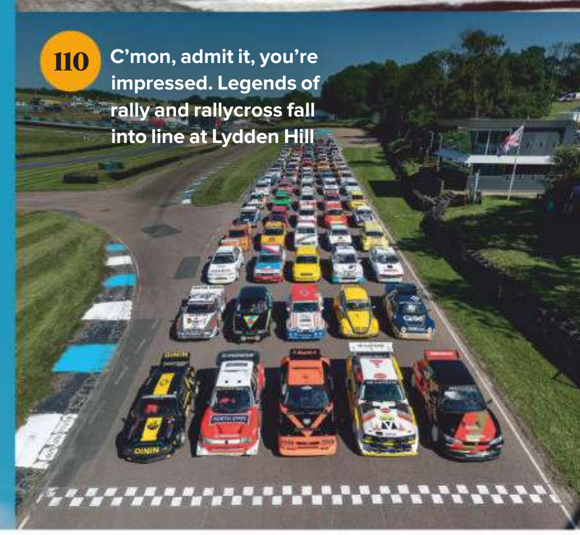
ON THE COVER



81 A shift to the States has proved the right choice for Jamie Chadwick – but where next for the Brit?



88 Lewis Hamilton's arrival in Formula Renault gave strong hints of what was to come



110 C'mon, admit it, you're impressed. Legends of rally and rallycross fall into line at Lydden Hill



70 Mercedes has brought its museum-piece 2 Litre back to racing order

THE EDITOR



"Toto Wolff asked if she would have done the same thing in his position"

The best part of the summer holidays is getting to grips with the various books I have not had time to read in the previous six months, and this year I alighted on the engaging and witty new book from Bernie Collins, the former race strategist at Aston Martin and subsequently a Sky F1 analyst. In a nod to Adrian Newey's peerless book *How to Build a Car*, it is titled *How to Win a Grand Prix* and it proved a convivial companion to the olives and rosé of France in August.

Full disclosure, the book was written with the aid of Maurice Hamilton, our esteemed contributor and author of our wonderful *Flashback...* series, which you can read on p49 of this month's magazine. Maurice, like Bernie, hails from Northern Ireland and the writing has a conversational tone that belies some of the intricacies of the concepts it conveys regarding cumulative degradation curves, fuel-consumption modelling and the like.

It is written for a broader audience rather than a purist one but contains some lovely asides: the battles that she must go through to get the drivers to lay down some rubber in FP2 in the pits to aid a quicker getaway during the race; the frustrations of working out a code for the radio to issue instructions to the driver only for the reply to come, "Yeah, box this lap"; how, when her team (then Racing Point) took victory after Sergio Pérez's brilliant drive at the 2020 Sakhir Grand Prix, Toto Wolff came up to her and asked if in his position, would she have made the final (bungled) pit stop that cost Mercedes the race ("It was nice to be asked"). And I didn't know that most of the teams use the same software – called RaceWatch – to analyse data from past performances, which was created by a company founded by James Vowles.

Despite an all-round pleasant demeanour, you can't help sensing small doses of payback. Talking about the 2021 Russian Grand Prix when the track went from dry to wet, and where famously those drivers who swapped early from slicks to intermediates benefited while those like Lando Norris, who surrendered a 50sec lead, suffered, she writes: "We told both drivers [Sebastian Vettel and Lance Stroll] to pit because we knew the start of the lap was wet and we needed intermediates. They heard the call but ignored it because the pit entry was dry. They thought we had got it wrong, only to realise a few corners later just why the call had been made. Too late of course." Nicely done.

Reading the book it occurred to me that this is a lesser-reported phenomenon of the recent uptick in interest in F1 from new fans. Those fresh supporters, many of them women and girls and of a younger demographic, are well catered for with online videos plus of course Netflix's *Drive to Survive* juggernaut and indeed from F1's effective push into the digital space via social media. But it is also noticeable how the more traditional publishing world has embraced the sport.

And it's strikingly clear that many of these books are not dry histories or technical overviews but lively insights that take the reader behind the velvet rope explaining what really happens in F1.

To take just the last few months, we have seen two (not counting Collins') excellent 'insider' books published. The best-known is probably the entertaining – if ultimately a little wearing – memoir by former Haas principal Guenther Steiner which wore its target audience (literally) on its sleeve with the none-too-subtle title *Surviving to Drive*. But I can also recommend *F1 Racing Confidential* by Giles Richards.

Both tomes' strongest suit was revealing the details of life on the road and focusing on lesser-known team members rather than the headline-grabbing names and incidents. By doing that they both reveal the true multidimensional nature of the sport that will keep new fans hooked. And like Collins' *How to Win a Grand Prix*, by featuring many female protagonists, Richards offers a rare glimpse of the female perspective on the sport by featuring people such as Marianne Hinson, an aerodynamicist at McLaren, the former Sauber head of race strategy Ruth Buscombe, and Mercedes' marketing director Victoria Johnson.

There is more to come too: later this year Karun Chandhok, our superb Formula 1 columnist, will be taking the target age demographic lower still when he publishes a children's book about F1, *Drive to Victory*, which will introduce a whole new generation of fans to the likes of Lando, Lewis, Charles and George. Watch this space for more on this exciting project.

Like F1 itself, coverage of the sport is always at the cutting edge of technology. But it is good to see that some of the old-school ways of following and learning more about it, like books (and magazines!), are in rude health too.

Plus next year on our summer holidays my daughters can join me on the beach with F1 book in hand.

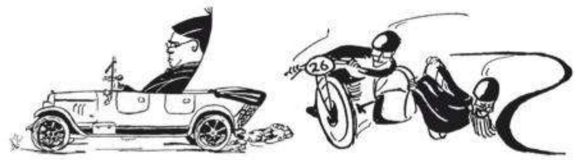
News reaches me of a meeting of minds at *Motor Sport*'s 100th anniversary dinner in July... Jonathan Wheatley was spotted deep in conversation with Allan McNish. They seemed to be getting on very well. A few weeks later... Wheatley is the new Audi F1 team boss!

Joe Dunn, editor
Follow Joe on Twitter @joedunn90

NEXT ISSUE: OUR NOVEMBER ISSUE IS ON SALE FROM OCTOBER 2

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



Go to *Parting Shot* (p152) and you'll see a 1969 photograph of Bruce McLaren posing in his prototype M6GT 'runaround' outside a Home Counties Dairy shop in East Horsley, Surrey. Today this purveyor of milk, loaves and detergent is Henshaws – an estate agent. In 2016 McLaren Automotive had a crack at recreating the scene with a modern twist. Amanda McLaren stepped in for her father. The car is a 570GT; the M6GT now resides in a private car collection in Chicago.

McLAREN AUTOMOTIVE

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Senna display tops the bill at

The celebration of Ayrton Senna was a predictable highlight of Silverstone Festival, as the annual historic racing get-together gathered what has to be among the most definitive collection of cars associated with the great Brazilian driver ever seen in one place.

The accumulation of Ayrton-related machinery at Silverstone capped a year of marking not only the 30th anniversary of the three-time world champion's death, but also the 40th anniversary of his Formula 1 debut with Toleman in 1984.

Three Tolemans that Senna drove were in the display, including the TG183B he tested for the first time at Silverstone in autumn 1983. His first grand prix winner, the Lotus 97T in which he splashed to victory at Estoril in 1985, and six of the Marlboro-sponsored McLarens that came to define his racing career were also present.

Other highlights were three of the karts in which Ayrton Senna da Silva, as he was



Perhaps the greatest gathering of Ayrton Senna-driven/themed machinery ever seen descended at Silverstone Festival. Five points for each you can name…

Silverstone Festival

JAKOB EBREY

first known, cut his racing teeth, plus both Van Diemen RF81 and RF82 Formula Fords and a Ralt RT3, the model in which he won the 1983 British Formula 3 title. The Lotus and Formula Fords were on brief loan from the *Ayrton Senna Forever* collection currently on display at the Museo Nazionale dell'Automobile in Turin until November 3.

Beyond the single-seaters, it was special to see two rally cars in the mix – an MG Metro 6R4 and Sierra Cosworth from the test Senna took part in for *Cars and Car Conversions* magazine in 1986. A pair of Honda NSX road cars he drove added to the diversity, as did a trio of Senna-badged Ducatis created in his honour in the 1990s.

Senna memorabilia was also on display in the Silverstone Museum, which was free to enter for anyone with a ticket for the festival. This included his winning trophies from Estoril 1985 and the 1983 Macau Grand Prix – the latter having sat on the desk of West Surrey Racing team boss Dick Bennetts for the past 41 years.

Indy museum to sell off gems from its collection

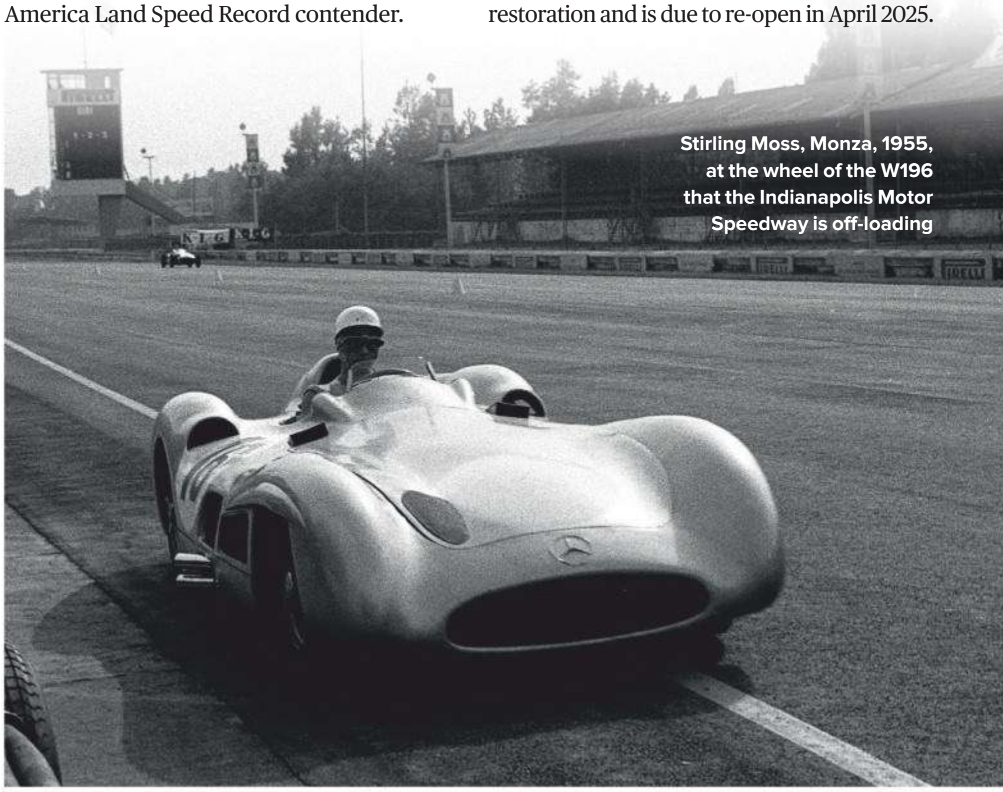
A 1954 Mercedes W196 streamliner is among 11 astonishing cars to be put up for sale this autumn by the Indianapolis Motor Speedway Museum, in a bid to secure the collection's financial future.

Sotheby's auction house will oversee a number of sales, as the museum lets go of significant cars that have no direct association with the Indianapolis Motor Speedway itself. Along with the Mercedes, cars include the 1965 Le Mans-winning Ferrari 250 LM and Craig Breedlove's famous needle-shaped Spirit of America Land Speed Record contender.

The sale is predicted to raise more than £95m. The W196 alone will likely enter the list of most expensive cars ever sold. An ex-Juan Manuel Fangio open-wheel version sold for £19.6m when auctioned by Bonhams in 2013.

"If we can have that kind of funding in the bank, the interest income alone is going to allow us to buy new things for our collection, take care of our staff and take care of our cars," said museum president Joe Hale. "It is going to guarantee the future of this museum."

The museum is currently closed for restoration and is due to re-open in April 2025.



Stirling Moss, Monza, 1955, at the wheel of the W196 that the Indianapolis Motor Speedway is off-loading

Hammer time



1928 Bugatti Type 35B Grand Prix



1966 Ford GT40 Mk II



1991 Benetton B191



Ferrari 250 LM, 1965 Le Mans winner



1965 Spirit of America



1957 Chevrolet Corvette SS Project XP-64

Horner case appeal is dismissed



An appeal lodged by the female employee who accused Red Bull team principal Christian Horner of coercive and controlling behaviour was dismissed ahead of the Dutch Grand Prix.

Horner, 50, has always denied the claims and was cleared by an initial independent investigation back in February.

In a statement, Red Bull GmbH said: "The complainant exercised the right to appeal, and the appeal was carried out by another independent KC. All stages of the appeal process have now been concluded, with the final outcome that the appeal is not being upheld. The KC's conclusions have been accepted and adopted by Red Bull. The internal process has concluded."

The employee was suspended in March and it remains unclear if she will resume her duties or pursue the case further.

GETTY IMAGES, BERNARD CAHIER/GETTY IMAGES IMS/RM SOTHEBYS



The words 'Bentley' and 'affordable' are seldom seen together – but a new one-make series might not break the bank



Bentley one-make series plan unveiled

A one-make racing series for Bentley Continental GTs could line up on UK grids next year, if a proposed concept gains enough uptake.

The Bentley Drivers Club revealed the plan it has pitched as "affordable" at its annual Silverstone race meeting in July. It has quoted £100,000 inc VAT as the total price of a conversion to race spec, including the cost of a donor car.

The road-legal racers will be produced by M-Sport, which built the successful Continental GT3 launched in 2013. The new version will be based on a 2010 Continental GT Speed chassis, with a spec that includes lowered suspension, modified front cambers, a bespoke race exhaust, front/rear brake cooling ducts and a standard ECU unit.

It will run on bespoke 20in OZ M-Sport race wheels with Pirelli P Zero Trofeo RS tyres, with a stripped cabin that includes Sparco race seat, harness and an FIA-standard fire suppression system.

Ben Eastick, BDC competitions captain and regular historics racer, is the driving force behind the plan. "The BDC is renowned for its vintage-car racing, but unveiling an affordable 21st century Continental GT for competition purposes allows us to offer something contemporary and brings Bentley to a new range of competitors. It doesn't require a team of mechanics or computers to run the car, but it does reflect the sporting origins of the Continental GT3 Mk I."

Eastick added that Bentley is not officially backing the project, but has given "valuable guidance and support". A minimum of 10 orders are needed to make the series viable.



The Chevron name will return to contemporary motor sport next year with the launch of the new TOCA Junior series for 14 to 17-year-olds. A company run by Dave Beecroft that is using the name is building a bespoke hatchback for the British Touring Car Championship support series. The B1417, *left*, features a spaceframe chassis powered by a 1.8-litre four-cylinder engine. Chevron was one of Britain's leading racing car constructors between 1965 and '78, until founder Derek Bennett was killed in a hang-gliding accident.



Do rally cars' wheels ever touch the ground? Find out this, and more, in the new WRC doc *More Than Machine*

M-Sport documentary lifts lid on World Rally life

The first episode of a new six-part documentary series on M-Sport Ford has been released, promising an insight into life in the World Rally Championship.

More Than Machine goes behind the scenes at Malcolm Wilson's engineering company, both at its base in Cumbria and on the WRC's special stages. Available via the WRC's YouTube channel, further episodes will be released over the course of the rest of the 2024 season.

"We're very lucky to have this opportunity to tell all the incredible stories behind our fantastic team," said M-Sport Ford team principal Richard Millener, who along with drivers Adrien Fourmaux and Grégoire Munster is featured extensively in the production. "On rallies there's so much that happens behind the scenes that the fans don't get to see, and I believe this series will do a lot to bring people even closer to the sport.

More Than Machine will be considered a welcome offering given the WRC's ongoing struggles to gain attention beyond its hardcore fanbase. "We're only really scratching the surface, but by telling these stories and getting to know the people who run the cars and make the rally happen, we're opening ourselves up to an even bigger fanbase," said Millener. "There are real human stories to tell here, and I'm so pleased we're now able to document them."



"This series showcases the real essence of rallying," added Jona Siebel, managing director of WRC Promoter, "highlighting not just the incredible machinery but also the people who push them to their limits. It's a celebration of our sport and an insight into the spirit of competition."

M-Sport Ford is one of only three car makers competing in the WRC's top class, alongside Toyota and Hyundai. The team has struggled to compete with its better-resourced rivals, although Fourmaux has shone this year, scoring four third-place finishes. The Frenchman lies fifth in the points standings.



M-Sport Ford's people are a primary focus of the show. Inset, above: principal Richard Millener



Beaulieu 'on tour' travels to Yorkshire

The National Motor Museum at Beaulieu has hosted its first event 'on tour' – and more are promised. Bowcliffe Hall in West Yorkshire, owned by car collector Jonathan Turner, was the venue in August for an unofficial concours that included three prized gems from Beaulieu: its 1903 Napier, 1920 Sunbeam 350hp and ex-Graham Hill Lotus 49.

The event "exceeded expectations", according to NMM chief executive Jon Murden. "It is the first time we've co-curated an event away from Beaulieu and it was an experiment to gauge interest," he stated. "We're already planning a return to Bowcliffe in 2025 and are considering other venues too.

"The NMM is a charity, so it was a fund-raising event, but it also served to spread awareness. We realise that for a lot of people Beaulieu in the New Forest is a long way to come."

Lord Montagu, president of the NMM, and his wife were among the 400 guests. The event included seminars on car restoration and the NMM archive.



Garden party setting up north: an away day for the National Motor Museum at Bowcliffe Hall

NMM, M-SPORT



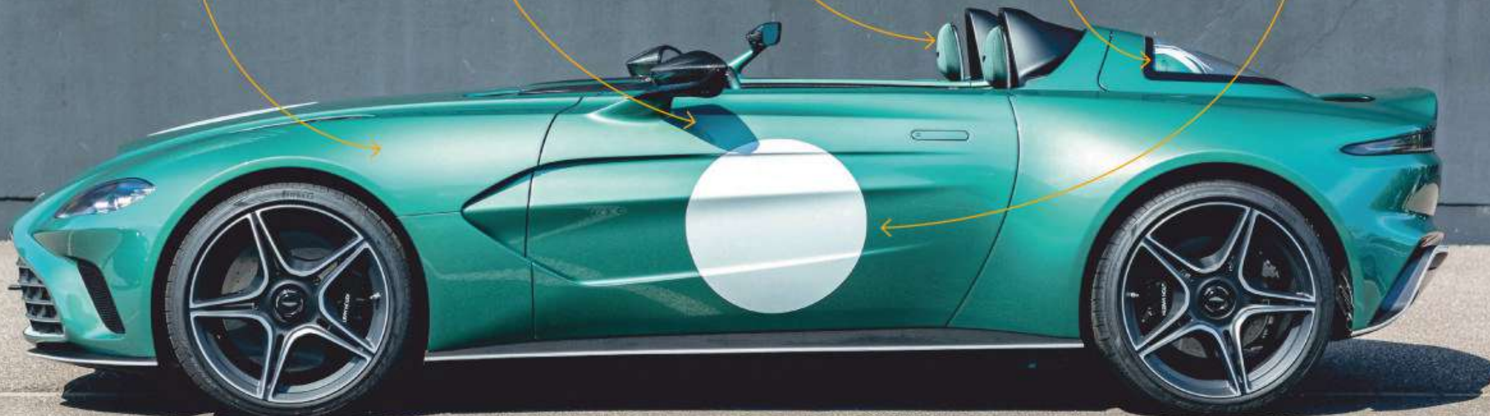
V12, 5.2-litre, twin-turbo engine comes from Aston Martin's DBS Superleggera. It produces 700bhp

Mileometer shows just 28 miles (46km); top speed is limited to 186mph

The interior is trimmed in Conker leather with green accents to complement the paintwork

Car will be supplied with matching safety helmets

The Aston Martin Racing Green paint job and white roundels were inspired by the 1959 Le Mans-winning DBR1



Crash helmets come as standard

With just 88 V12 Speedsters on the planet, this meagre-mileage model will have Aston maniacs twitching when it crosses the block



The apparent battle between supercar manufacturers to make the maddest, baddest, most impractical speedster imaginable already feels as though it happened in a different century.

But it was only in 2018 that Ferrari kicked-off the trend for such cars with the Monza SP1 ahead of the SP2 the following year, both street-legal roadsters inspired by historic racers such as the 750 Monza, 250 Testa Rossa and 166MM.

McLaren, which rather wonderfully partnered with Mercedes-Benz to produce 75 fully open Stirling Moss SLRs in 2009, followed with its Elva of 2019, leaving Aston Martin to enter the fray in 2021 with its own offering, the V12 Speedster.

Aston already had form with this style of car, having produced the CC100 Speedster to mark its centenary in 2013, but just two of those were made and neither were road legal.

With 88 being produced, the V12 Speedster was a little more ubiquitous and promised all the wind-in-your-face driving anyone could want by combining the platform from the marque's smallest production model, the Vantage, with its most powerful production engine – the 700bhp V12 from the DBS Superleggera.

The result was a car capable of hitting 60mph in less than 3.5sec and reaching a top speed (if anyone's neck could stand it) of almost 190mph.

Despite costing upwards of £765,000 when new (depending on specification and extras) the cars sold out to 88 suitably wealthy and frivolous collectors – although the novelty seems to have quickly worn off it would seem for the French buyer of this particular one.

The 61st of 88 models, this was delivered less than a year ago, and has covered just 28 miles from new.

2021 Aston Martin V12 Speedster. On sale with RM Sotheby's, Munich, November 24. Estimate: £670,000-£930,000



MARK HUGHES

"Norris has not been able to fully capitalise on his car's performance"

Could Lando Norris actually win this world championship? That was the buzz around the paddock after the McLaren driver had delivered his resounding victory in Zandvoort. It looks extremely unlikely mathematically. Even if he were to beat Verstappen into second in every remaining race and sprint race, he'd only be six points clear at the end. McLaren's chances in the constructors' championship look much more realistic.

But the fact that the question is even being asked reflects a remarkable turnaround in the competitive order since the beginning of the season when Max Verstappen continued his dominance of 2023.

"We even talked and looked at what Vettel did in 2013," said team boss Andrea Stella after his driver's victory, "and we said we may do the same, why not? We need to keep the focus, we need to think this is possible. But at the same time this win comes at a track that seems to be just very suitable for our car, like Hungary was."

The self-critical Norris has said that he has not been doing the job of a world champion, in reference to some of the lost winning opportunities. Stella recently put this into perspective. "He tends to look at the half-empty part of the glass. He definitely has the potential of a world champion, and he's performing at world championship level. If we compare against perfection, then we have opportunities. But I like that we compare ourselves against perfection, because this is what we need to do. I've been very encouraged that every little opportunity has been analysed in detail. Lando has been open and transparent, like he does with the public, and with the team, and we are together trying to nail and polish all the possible situations in which we need to be better."

Ever since McLaren switched on its MCL38 with its big update in Miami in May, we've had a properly competitive season. Since Norris's breakthrough win there, we've gone to each race knowing there's likely to be a contest. Yet Norris has not been able to fully capitalise on his car's performance. In fact, his points deficit to Verstappen has actually grown since the Miami victory; it was then 53 and after his Zandvoort win stood at 70. Pinpointing why is not straightforward. There isn't a unifying theme. But there are some patterns.

Imola was a straightforward defeat at the hands of Verstappen, who was decisively faster in qualifying. The McLaren had better late-stint pace, allowing Norris to pressure Verstappen hard near the end but the position Verstappen's pole had bought on a track where passing is difficult was decisive. Monaco, both were eclipsed by Charles Leclerc. Norris should have taken fuller advantage of Red Bull's difficulties there which restricted Verstappen to sixth place, two behind Norris. Oscar Piastri in the other McLaren was a solid second, after all.

Canada was the first Norris win which got away. The blame has to be shared between him and the team. Leading the race in mixed conditions, there was enough time for him to respond to the safety car by pitting, but he failed to do so. Red Bull and Verstappen were far sharper and duly beat Norris to the flag. Spain was lost to Verstappen at the start after setting pole. Austria was all about their infamous collision, fighting for the win with a few laps to go. The incident fell squarely on Verstappen's shoulders but Norris was less feisty in battle than he might have been. Silverstone was another which got away, Norris and his engineer indecisive around the crucial time of the switch from inters to slicks when leading and duly doubly punished. Around Hungary the McLarens had the legs of everyone but Norris from pole effectively lost the race to team-mate Piastri in the opening seconds – a similar story to Barcelona. Then Spa, on a day when McLaren was competitive with Mercedes and where Verstappen was taking a grid penalty. Norris messed up Turn 1 and was beaten to fourth by Verstappen.

"This feels like a mutual growth period for all concerned at McLaren"

McLaren is not yet as operationally sharp as Red Bull. The driver plays a small but significant role in that – and Norris's audibly emotional state of mind in moments of stress contribute to the problem. By the same token, the team's lack of slickness and surety play their part in generating that emotion in him.

Piastri has coolness in spades. But he doesn't yet have Norris's consistency of pace. They are pushing each other to very high levels, straying into territory they might otherwise be unaware of if the other wasn't there. In snatching pole from Verstappen at Barcelona Norris dug deep and committed to taking the two fast corners flat. He afterwards reflected that part of the confidence needed to do that was derived from observing some of the things Piastri was able to do through such corners.

It's a journey that they and the team are on together. While Norris is taking the brunt of the criticism, this feels like a mutual growth period for all concerned. Stella is walking this journey with them. This is his first time too. It's giving him an empathy with his drivers as they seek to put the winning pieces in place.

Let the last word on Norris's potential title calibre come from the world champion. "Lando is very, very fast, that's the most important thing," summarises Verstappen. "It will all get better with experience. I've been fighting for championships for longer so I'm a bit more experienced. At the end of the day if the team is working well, the car is working well and you're driving well it all just comes to you. I never doubted that about Lando."

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation
Follow Mark on Twitter @SportmphMark



MAT OXLEY

"WSBK's Razgatlioglu has a mind-boggling ability to race like a stunt rider"

This year, world championship motorcycle racing celebrates its 75th birthday. Four decades after the inaugural 1949 series a rival championship was launched for high-performance street bikes. If MotoGP is Formula 1 on two wheels, then World Superbike is motorcycling's version of touring cars (or 'tin tops', as the Aussies like to call touring cars).

Some riders spend their entire international careers in WSBK, like six-time champion Jonathan Rea, but the series is also a popular home for former MotoGP riders who have run out of options in the premier class – 10 WSBK titles have been won by former MotoGP riders, whereas the MotoGP crown has never been won by a former WSBK rider.

That may be about to change. Toprak Razgatlioglu is arguably the most talented WSBK rider of all time, which is why people call him the Marc Márquez of superbikes. The Turk rode his rookie WSBK season in 2018, won the title with Yamaha in 2021 and at the end of last year moved to BMW, which has been in WSBK since 2009 but has never won the title.

Earlier this year Razgatlioglu became only the second WSBK rider in history to win 10 races in a row, on a motorcycle that had achieved a total of two victories in the previous three seasons. Barring disasters he will be 2024 World Superbike champion.

What sets the charming and humble 27-year-old apart from his rivals is a mind-boggling ability to race a motorcycle like he's a stunt rider. This comes as no surprise once you learn of his background.

Razgatlioglu's father Arif was Turkey's most famous stunt rider, who went by the nickname 'Wheelie Arif'.

"When I was a kid I watched my dad doing wheelies and stoppies [lifting the rear wheel during heavy braking] every day," he says. "I started riding at four or five. Then I started trying wheelies. Now wheelies and stoppies feel easy for me, because I started as a stunt rider, not as a racer. After I started doing stunts my father said, 'You can race motocross,' so I said, 'OK.' We started with KTM 50s, 65s and 85s and after that to road racing. The first road race bike I rode was a Honda CBR600RR when I was 12 or 13. The first time I touched my knee on the ground I can't explain the feeling, it was incredible! After that my career started."

Razgatlioglu – born in the seaside resort Alanya – also grew up doing tricks off the bike.

"When I was a child I liked doing backflips, front flips, jumping, breakdancing, everything… I was always trying this kind of thing on the beach and in the sea."

A lifetime of doing stunts on bikes and acrobatics on the beach has given him an intuitive ability to race a motorcycle apparently out of control while being totally in control. All-time racing great 'King' Kenny Roberts has a (typically profane) term for riders with such exceptional abilities: "He's got a gyro up his ass."

> **"When I feel the rear wheel up, I just feel the fun"**

Razgatlioglu is at his most spectacular when attacking corners – he brakes so heavily that he usually locks the front tyre and lifts the rear wheel off the ground. This is flirting with disaster because locking the front tyre is a very risky business and lifting the rear makes it very difficult to enter corners in a controlled way and hit the apex.

How does he do it? "I don't know," he grins. "It's not easy to explain… I just try every session, every race with the brakes and I always try more and more. When I feel the rear wheel up, I just feel the fun. I like stunts!"

When engineers start working with Razgatlioglu they are astonished when they see his data. His long-time crew chief Phil Marron was no different.

"The first day I worked with Toprak I could see on the data that the front tyre was locking and sliding across the track," says Marron. "And I don't mean small locks, I mean massive locks! If that had been any other rider they would've been screaming at me, so I asked Toprak, 'This looks like a problem. Do we need to fix it?' He said, 'No, this isn't a problem. I like this feeling, I control it.' At that moment my eyebrows nearly jumped off my head!"

This is where Razgatlioglu makes the difference, because no one else in WSBK can walk this tightrope like he does. And making your time on the brakes like only he can gives you another advantage – you're able to attack rivals in a way that gives them no chance to defend themselves. The next question is: can anybody in MotoGP walk the same tightrope?

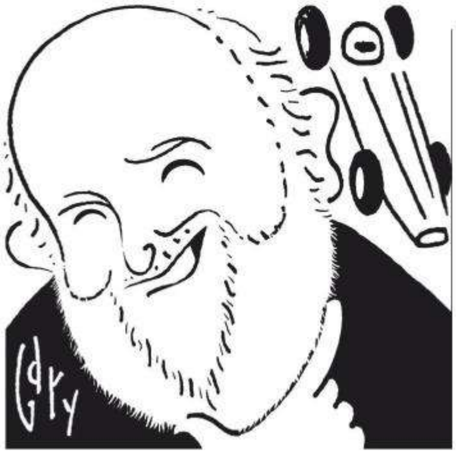
Talk of Razgatlioglu graduating to MotoGP has been making headlines throughout the summer. His current BMW contract expires at the end of next season, so he would be free to move up to racing's premier class in 2026.

Would he be able to beat Marc Márquez, reigning MotoGP king Pecco Bagnaia and the rest? Quite possibly, yes. His mastery of locking the front tyre and maintaining control could also be a winner in MotoGP, where recent technological changes have made front-tyre lock a big issue, with which some riders cope better than others.

On the other hand, changing tyre brands (WSBK uses Pirelli, MotoGP uses Michelin), especially considering the front tyre, can be very tricky for motorcycle racers, because the front tyre is a matter of feeling. And Michelin's front slick is very different to Pirelli's, so that will be a big question mark for Razgatlioglu if he does make the switch.

Mat Oxley has covered motorcycle racing for many years – and also has the distinction of being an Isle of Man TT winner

Follow Mat on Twitter @matoxley



DOUG NYE

"A day at Goodwood in assorted Sevens provided wonderful escape"

It's been a busy month. But in between the usual bouts of frenzied research and writing, a day spent haring around Goodwood in assorted Caterham Sevens with the company's chief instructor Alex Read and his team provided wonderful escape…

After blazing around the familiar old circuit with my little remaining hair on fire, being urged by the team's demonstrably nerveless young experts "Aim straight at the middle board! Max brakes! Off! Turn in now! Power!!!", I wanted to watch a true pro at work. The engaging BTCC driver Jake Hill – a genuine racing-cars-of-all-ages fan – was with us and I asked him to take me round.

After a battle to insinuate my unfoldable body through the rollcage and down into a lightweight 360hp-per-ton 2-litre Caterham 360R SV, Jake asked "How do you want me to drive?". "Flat-out – as if you're going for a time, despite all this ballast". So he did.

It was joyous. Since the mid-1960s I've accumulated probably hundreds of laps at Goodwood, in everything from my first sighter in a Motor Show test day Austin-Healey 3000 to Jaguar Cs, Ds and Es, Ferrari 250GT LWB, SWB, GTO, 330LM/B and Formula 1 Dino 246, through Lotus Elan, 11, 15 and 30 to Renault Savanna estate, assorted Land Rovers and even the circuit's then extremely cranky old '60s ambulance.

Where the instructors' advisory "brake at the 100m board" into Woodcote had become my 80-90yd, Jake remained lickety-split on the power until 60-65 – brief left-front tyre protest puffing smoke, then understeer towards the approaching outer kerb, and '*Wham!*' right-lock, power on and out towards the chicane.

Fierce trail-braking right-handed and deep towards the left-hand apex. Flick left, balance to the kerb, power already on and up through the gears past the pits. Deep into Madgwick, centre-track. Bury the brakes, off and flick right, power sliding the first apex, drifting wide before the natural line clips the second, accelerating to the left-side verge for the right-hand curve at Fordwater which is taken absolutely flat-strap. Hurtle on towards the right-left St Mary's Ess – having previously given everyone present a good rollocking for using the right-hander's groundless 'No Name' tag in my (OK, pompous) presence – a pet hate of mine. *Pah!*

Straight-line brake for that right-hand entry, and power! Slam-bam braking for St Mary's much tighter, dipping left-hand exit. Oomph against the seatbelts, and Jake's flicked this little sled of a car left to clip the apex kerb, power slide wide, clip the right-verge mini apex halfway towards Lavant's double right-hander. Wide towards the outside verge, more heavy braking, and "In" to the entry apex, wide out to the midpoint kerb, power and in again to the exit kerb. Up through the 'box onto the dog-leg Lavant Straight. Well over 100mph aiming – like the Luftwaffe – for the former Royal Air Force aerodrome squadron office which is today's Super Shell building. And back to Woodcote for another 60-65yd braking adventure.

> **"Power already on and up through the gears past the pits"**

Goodness – that was fun. Caterham ran two Sevens for us with alternative set ups, one on modern Toyo near-slick tyres, the other on Dunlop CR65L historic racers "…to make it handle more like a Maserati 250F or 300S". The difference in grip and handling was unmistakable, modern efficiency and lap time versus familiar old-time 'feel' – admittedly slithery, but somehow friendly…

My blind spot at Goodwood is that darned chicane. Somewhere deep inside is the 'crump' we heard when Jo Siffert got it wrong just here and slammed his Rob Walker Brabham-BRM straight into the left-hand apex wall – which in 1965 was solid brickwork – right in front of me. His Brabham's chassis ended up bent like a banana in the vertical plane, about 3in ground clearance at nose and tail – a full foot amidships. Quite how 'Seppi' escaped serious injury or worse staggered everyone there that day.

Over the years I've grazed that same apex at least three times, never doing worse than scuffing paintwork or whitening the left-front tyre sidewall but hey, in recent years that apex has been just a rubber tyre stack or the polystyrene used for the Members' and Revival Meetings. With somebody else's car in your hands any caring soul remains wary there – but not great against the stopwatch.

Doing some laps with a very well wired-up friend saw him getting close to Jake's late-braking marks, but on some laps – I felt – then leaving himself scrabbling to save the situation which left him late back on the power. "Better to be slow in – fast out" I pontificated, recalling my boyhood reading of Piero Taruffi's *The Technique of Motor Racing* and Jenks's *The Racing Driver* – not to mention the 1972 *Castrol Racing Drivers' Manual* which I wrote with dear old Frank Gardner.

Of course, I did not confess that my track technique is more a case of "slow in – slow out", but never mind, just sometimes, pride does bubble to the surface.

What a day with those Caterham boys. It was, apart from impressing me no end, a welcome break in the working week.

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s



ANDREW FRANKEL

"People have long forgotten that the original Capri was never as good as it looked"

I'm not sure I can remember an important new product from a major car manufacturer receiving a bigger kicking than did the new Ford Capri at its global unveiling at the Goodwood Festival of Speed. And yet what we were looking at was no more or less than another electrically powered crossover SUV, unremarkable both on paper and in appearance. The problem, of course, lay not with the car, but its name.

Maybe the barrage of negative comments came only from punters old enough to remember the original Capri, and as the last of those was made 38 years ago, that's not as big a number as some might think. It's worth pointing out too that the negative reception I saw came in the main in comments sections and social media responses of the specialist motoring press, so not exactly representative of the constituency at which the car is aimed. And perhaps Ford can be forgiven for thinking that what worked for the Mustang when it launched the electric Mach-E (or at least didn't blow up in its face) might work again for the Capri.

But there's a crucial difference. Because for those who think a Mustang will only, can only, be a two-door, rear-drive coupé with a snorting V8 under the bonnet, that car is still out there and as true to its roots as the EV Mustang is clearly not. And while the 'real' Mustang remains on sale I expect Ford will continue to earn the benefit of the doubt. Such is not the case with the Capri. People have long forgotten that the original Capri was never as good as it looked, lumbered as it was with a live rear axle, four-speed gearboxes and meat-and-two-veg handling, and only remember Bodie and Doyle handbrake-turning their way through the latter series of *The Professionals* in their 3.0 Ss with the net headrests. Ford should have realised this and been more careful about how it chose to plunder its heritage.

Over the past month, I've spent some time in the new Porsche Taycan Turbo S and as part of the service I provide to you, dear reader, I felt it incumbent upon me to get up early one morning, seek out a quiet, straight, dry piece of road, put my foot down and let you know what happens next.

When launched in 2019, the original Turbo S had 751bhp, enough to accelerate the car sufficiently fast for the limiting factor in the number of back-to-back full-bore starts it could do being the resilience not of its battery pack, but its driver's stomach. That is not me exaggerating for effect, but literal truth. So of course this new one has 939bhp.

Porsche says it's enough to propel this four-door, four-seat entirely mainstream model from rest to 62mph in 2.4sec, which happens to be the same time quoted by Bugatti for its two-door, two-seat and decidedly not mainstream £2m Chiron hypercar. Nobody is saying for sure, but it seems likely that, at least over this measure, a Formula 1 car is very little quicker. And I'd bet plenty that, for at least the first second, the Taycan is actually faster, not just because of the literally instantaneous response of its EV powertrain, but because getting an F1 car off the line has always been an exercise in restraint where only a fraction of the available power is used to stop vaporising the rear tyres.

> **"It's enough to propel this mainstream model to 62mph in 2.4sec"**

And I'd love to tell how thrilling it is to go from rest to 62mph in half the time it takes a conventionally very fast car. But the truth? You'd need to drive through a hedge to have a less-pleasant experience in a car. It's horrible, not just because it messes with your inner ear which starts sending startled, garbled messages to your brain at significant variance to those relayed by your eyes, but because the noggin itself can't process the information fast enough either. It's constantly playing catch-up during those first few fractions of a second, trying to work out what the hell is going on while being bombarded with an onslaught of fresh and still conflicting information from your eyes and ears.

All the brain knows for sure is that being behind the game makes it anxious, it's not enjoying this experience and would be obliged if you could make it stop. So it makes you feel sufficiently bloody awful to conclude you've done due diligence, professional obligations have been met and you're never going to do anything so damn silly again. Except that I will. Because this isn't the flagship. That's the new Turbo GT, which is 75kg lighter, has super-sticky track-day tyres for maximum traction, 1093bhp and a 0-62mph time of 2.2sec. I can't wait.

By way of contrast, I've also spent a day driving a very early Mark 1 Mazda MX-5. Shockingly it's 34 years since I wrote a full road test for *Autocar* and I've not been in one for at least 20. But I have fond memories of them in period, particularly a holiday touring Scotland in one with a mate in 1992, spending each evening drowning our sorrows in the local brews having both just been dumped by our then girlfriends.

The Mazda was the perfect tonic then, and remains so. It's so simple: light, small, with a fizzy twin-cam engine, brilliant close-ratio, quick-shifting five-speed 'box, rear-wheel drive and proper wishbone suspension. When you've got all this, you don't need to be going fast to have fun. No wonder their prices are finally rising, and really good examples will now set you back a five-figure sum.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
Follow Andrew on Twitter @Andrew_Frankel





KARUN CHANDHOK

"McLaren's run cannot be underestimated"

The dominant victory that Lando Norris secured in Zandvoort has meant that we have some great stories to follow as we head into the second half of the F1 season. The main narrative I'm looking forward to following is whether Red Bull and Max can fight back after a recent run of form which has seen it slip behind McLaren but also occasionally Mercedes. We would never have put money on this at the start of the season and the impressive run that McLaren has had cannot be underestimated.

With Rob Marshall joining them from Red Bull at the start of the season, there would have been a wealth of knowledge carried over from Milton Keynes to bolster the impressive work being done by Peter Prodromou and the design team. The new wind tunnel will also pay dividends now and with a top line-up in the cockpit, the team should have a great shot at the constructors' title.

I think that the drivers' championship will be harder to secure as Verstappen has been consistently the standout driver of '24. Apart from Budapest, he's managed to maximise the performance of the car on every occasion this season, something which no other driver on the grid has done as dependably. He can't do it by finishing off the podium too often and will be keen for Red Bull to find some more performance in the car.

Ferrari and Aston are two teams who really need to make some strides forward in the rest of the season. The brilliant Aston performances from early in 2023 seem an eternity ago – the team that was beating Mercedes last year has less than a third of the points of its engine partners at the moment. Whatever is going on



Lando Norris's Dutch GP victory means there have been six different winners in eight races

in terms of its design and development results will certainly be below the expectations of team owner Lawrence Stroll and the pressure will be ramping up. Adrian Newey rumours continue to circulate and if Aston wants to have the benefit of his knowledge, it need to get things locked in soon and push for an early release from Red Bull.

The Ferrari season started well and has fallen away in terms of outright speed. The drivers are doing an excellent job – Charles Leclerc's most recent drive in Holland was a case in point – and this has kept the team in touch with McLaren but certainly the wins in Melbourne and Monaco feel like a long while ago. Both of those are unconventional circuits and you'd have to say that on pure pace now, both Mercedes and McLaren seem to be ahead. With the high-stakes arrival of Lewis Hamilton to Maranello for next season, Ferrari needs to use the rest of this year to get a clear path forward in terms of development of the 2025 car.

NURPHOTO VIA GETTY IMAGES

Alpine is coming off a turbulent few years with multiple changes of team bosses, drivers, technical leadership and engineering staff. New team principal Oli Oakes is someone I've known for years and is a pragmatic and smart guy. He was an excellent driver in his karting days and understands the sport's politics. The step up from running a junior formula team that essentially buys everything from outside suppliers to an F1 team that manufactures all the bits is a huge change. It will be interesting to see if he can calm the waters there.

"Jack Doohan has been given a promotion to the race seat by Alpine"

After a winter where we had an unprecedented situation with all the teams retaining exactly the same line-ups as the year before, we know that 60% of the grid will have a new line-up for 2025 and that could go up to 80% if the two Red Bull-owned teams have a shuffle.

Carlos Sainz has signed for Williams following the rejection from Mercedes and Red Bull. This is a massive coup for Williams and will create one of the best driver line-ups on the 2025 grid. Jack Doohan has been given a promotion to the race seat by Alpine which is nice to see as I felt he was fast but unlucky in F2 so the results on paper never really reflected his pace. With Valtteri Bottas likely to stay at Sauber-Audi, all eyes are on the Red Bull seats.

We know Verstappen and Yuki Tsunoda are locked in and while Sergio Pérez has been announced for 2025, it seems like there are various performance clauses. This leaves Daniel Ricciardo and Liam Lawson battling Pérez for the two seats. Helmut Marko has made a few public declarations that Lawson will have a seat for next year, which Christian Horner denied. Ricciardo is still hoping for a promotion to the big team. It still seems there's a wider battle between Horner and Marko, where the former favours Pérez and Ricciardo, while the latter favours Lawson. The next few months will be fascinating to see as a top seat at Red Bull remains in play.

A former racing driver in Formula 1, WEC and Formula E, Karun Chandhok is an analyst for Sky Sports F1
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The usual mass of orange at Zandvoort – and there was delight for the fans as Max Verstappen jumped Lando Norris into Turn 1

Dutch GP

Orange Army stunned as papaya prevails

Verstappen was looking for a fourth successive Dutch GP win but a McLaren upgrade upset the party – as **Mark Hughes** explains

There was something symbolic about Lando Norris's resounding victory over Max Verstappen at the latter's home ground of Zandvoort. The McLaren driver delivered the sort of crushing performance which has always looked within him but which for various reasons had eluded him and in so doing brought Verstappen's 100% record here to an end as the modern version of the classic track hosted the event for the fourth time.

The McLaren was comfortably the fastest car around the sort of long, interconnected corners which so suit it, just as it had been at the Hungaroring. But this time the advantage was exaggerated by: 1) Red Bull making a couple of key component choices - an old-spec floor and a barn-door full-downforce rear wing - which backfired; 2) the McLaren was running a very effective aero update which retained the car its benign balance while enhancing its downforce.

Although Norris was beaten away from his pole position slot by the Red Bull, he was able to pass it on track after 18 of the race's 72 laps and in the remaining distance pull out over 20sec over what had been F1's dominant car at the beginning of the season. McLaren has made fantastic progress over the past





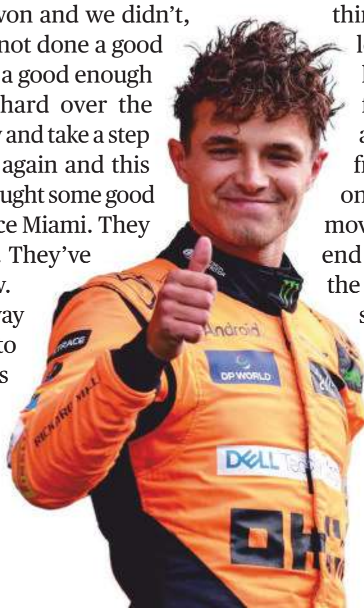
Once in front Norris's position strengthened, his supremely quick McLaren powering away. Below: GP win number two for Lando

couple of seasons and it now fields what is accepted as F1's fastest car. But Zandvoort saw it in the most flattering light possible: around the perfect layout for its traits and against a badly compromised Red Bull.

"This whole weekend, I think we've had the best car," said the two-time grand prix winner. "I think we've, on average, had the best car. But we've not had a dominant car at any point this season, I would say. Even if you go back to Hungary, Max was still very quick in Hungary. He just didn't have a great race, but his pace was still very, very strong. And obviously we see more information than people do on the outside, so we can comment in much more factual ways than people can who are just watching on TV and taking their picks and guesses.

"We probably should have won two or three more races as a team, but we didn't. And we're not saying anything more than that. We should have won and we didn't, and it's because we've not done a good enough job. I didn't do a good enough job. And we worked hard over the summer break to just try and take a step back and reset and go again and this was the first time we brought some good upgrades to the car since Miami. They worked very well then. They've worked once again now.

"But it's still a long way to go and we still have to keep working as hard as we can because this is just Zandvoort. There are other tracks which are very different."



GRAND PRIX PHOTO, GETTY IMAGES, DPPI

The wild and windy conditions of the weekend favoured the progressive McLaren more than the tricky Red Bull or the tyre-sensitive Mercedes. With two of the three practice sessions wiped out by rain and a powerful but variable wind blowing, confidence in the car's feel was worth even more lap time than usual in qualifying. The McLaren was the car which provided that and Norris responded with a stunning pole lap, 0.356sec clear of second-fastest Verstappen.

Added to the car's usual benign balance was the MCL38's aero upgrade centred around a much more efficient high-downforce wing, bringing that part of the car up to date with the similarly effective Red Bull wing. The car's balance was unchanged, reported Norris and third-fastest Oscar Piastri, but the loads were higher. Around the long corners of Zandvoort it was formidable. Piastri didn't find anything like as much as Norris from his final run, compromised on his tyre-prep lap by having to move aside so as not to impede the end of Pierre Gasly's flying lap in the improving Alpine. With his tyres slightly under temperature at the start of the lap, Piastri suffered a snap through Tarzan and a poor run through the banked Turn 3.

"We should have won two or three more races as a team"

As a car with an apparently narrow set-up sweet spot, the loss of practice time made the Red Bull a challenging ride over a push lap even for Verstappen. "The car didn't feel like this at the beginning of the season," said Verstappen, giving some background to why he chose to revert to the early season floor from Saturday onwards. But in combination with a full Monaco wing which was chosen in the expectation of high rear tyre degradation, it still didn't give him the balance he sought.

"Every run, there were always one or two corners where I felt like I was losing a lot of time with just the gust of wind," he said after qualifying, "and it seemed like it was very sensitive for us. The car was really responding aggressively to it. And that's why I think every single run that I did it was different. It was just a different balance every time."

Piastri wasn't the only one compromised by tyre temperatures as the circuit cooled from the overcast skies. It completely tripped-up Mercedes, with Lewis Hamilton going out in Q2, only 11th fastest (later taking a three-place grid drop from there for impeding) while George Russell at least made the outside of the second row, albeit half a second adrift of Norris. "In reality I think our car is only maybe half a tenth or a tenth slower than the McLaren here," he said. "But it's all about the tyres. You want to start the lap with your tyres as cold as possible but if you go one degree below the limit you'll probably lose half a second. If you're one degree over, you lose a tenth. It's like you're edging

closer to the edge of a cliff, and you go one step too far and you're off. I was on a really strong lap, I was matching Lando I think, two and a half tenths up on myself, then the tyres were overheating and I just lost more performance than I expected in the last half of the lap."

Ferrari returned from the summer break in much the same trouble as it left, with a car which needs to be run relatively high to avoid bouncing and thereby losing a lot of underbody downforce. Charles Leclerc was the only one of the red cars making it into Q3, with sixth-fastest time behind Sergio Pérez's Red Bull (which was running the later floor and a less-extreme rear wing than Verstappen). Carlos Sainz, after losing a practice session with a gearbox failure, didn't get his Ferrari attuned to his liking and was only 12th-fastest. Lining up behind Leclerc were the Aston Martins of Fernando Alonso and Lance Stroll, 65 years after the marque's F1 debut at this very track.

The under-performances of Hamilton and Sainz created Q3 opportunities seized upon by Williams (Alex Albon) and Alpine (Gasly). Albon qualified the heavily updated FW46 eighth-fastest, within 0.1sec of Leclerc, but was excluded from qualifying, *see left*.

The rain had gone by race day but not the wind, strong gusts blowing down the main





Disaster for Logan Sargeant – his Williams in flames after a spin and high-speed crash

'It's on our shoulders'

Zandvoort will be a weekend to forget for Williams, with a car destroyed by fire and punishment for breaking rules

Williams suffered a double nightmare at Zandvoort, with Logan Sargeant's big accident on Saturday morning destroying the newly updated FW46 followed by Alex Albon being excluded from qualifying, losing his excellent eighth-place grid slot and being obliged to start from the back. The exclusion was for the car's new floor being found to be 0.3mm oversize at the front.

Team principal James Vowles explained afterwards what had happened. "We use scanning techniques now rather than physical measuring techniques because it's not just one point that you have to be aware of, but it's heights and widths all across some quite complex shapes.

"Before we come here, we have scanned the floor and the car multiple times. It happened back at the factory in isolation with the floor, it happened back at the factory on the car, it happened here on Thursday as well. And we did demonstrate all of these results to the FIA which indicate that our floor was within the legal compliance. But what matters is the adjudication of the FIA, their measurements and their systems, and that we entirely accept.

"What we now need to do is understand how we could have been wrong in our own measurements and what we need to change in terms of process with immediate effect. There's only one area of the car that we were not compliant with and it's an easy fix, but irrespective the rule is the rule and it's black and white in that regard. We cannot spend hours of work developing an update kit, we cannot ask our drivers to put everything on the line in order to secure points-scoring positions to then throw it away with not being completely there on every single boundary of the regulation and there's no one really accountable for that but ourselves, that's on our shoulders."

The floor was legalised to within the stipulated 1600mm by use of sandpaper. Albon finished 14th from the back of the grid.



Alex Albon qualified eighth but had to start from the back



Charles Leclerc's seventh podium of 2024 keeps him third in the drivers' championship

straight as the cars sat on the grid. As the lights went out there was a certain inevitability about Norris losing out at the start – just as he had in Barcelona, Hungary and Spa. It seemed a potentially race-losing repeat for him but turned out to be nothing of the sort, such was the pace advantage at his command. But startline performance does seem to be a weakness. On the row behind Piastri, in the sister car, lost out to Russell's Mercedes.

"Because we both didn't get it right, it seems like maybe there is a more underlying issue or something wasn't how it was supposed to be," said Norris. "Oscar's one of the best starters on the grid. I'm not as good as him, but there or thereabouts. I'm not a bad starter, but not as good as we need to be."

Whatever, the crowd roared its approval as Verstappen headed everyone into Tarzan, Norris hanging on ahead of Russell, Piastri and Leclerc. Norris filled Verstappen's mirrors for a couple of laps as they both put distance on Russell. This gave Norris the luxury of backing away from Verstappen, just out of turbulence zone to help preserve his tyres without being vulnerable to the Mercedes. But the McLaren was never more than 1.5sec behind as the laps went on and it was obvious that this Dutch Grand Prix wasn't going to be the straightforward Verstappen run of the previous three.

Norris's moment of realisation of his greater pace came early. "From about lap six to seven, I could see Max wasn't pushing on and I felt we were just getting faster and faster. He was clearly using up his tyres and mine still felt good."

"The crowd roared its approval as Verstappen headed into Tarzan"

By the 12th lap Verstappen was on the radio reporting, "The car just doesn't want to turn at Turn 10." That big rear wing fitted to protect the rear tyres wasn't helping the car's inert understeer balance through the long corners and it was his front tyres which were suffering. The tyre degradation as the track rubbered-in after the rain of the previous two days was way less than had been predicted. The rears didn't need such protection, but Verstappen was saddled with the downsides of that big wing – understeer which was eating through the front tyres and a slow end-of-straight speed.

Norris and his engineer had been discussing whether the way to beat Verstappen would be to undercut him early and switch to a two-stop. But then came the realisation that they had no need for such complications: as Norris edged back into the DRS zone he'd surrendered earlier on, and saw just how much quicker he was at the end of the straight, it became apparent he'd be able to pass him on track long before the pitstops. He had a look into Tarzan going into lap 17, then pulled the move much earlier and more decisively on the next lap. Verstappen was completely defenceless.

Norris's engineer Will Joseph cautioned that Verstappen might try to undercut them – until Norris took such concerns away by simply sprinting away into the distance, well out of any undercut range. It was one of the most dominant performances from anyone in '24.

Verstappen could at least be thankful that Russell some distance behind him was in even worse trouble than him – and in the process

DPPI, GETTY IMAGES



A Norris win might not have been what the home crowd wanted to see, but Verstappen's fourth world title looks beyond doubt



With two world championship GP wins, Norris equals the likes of Jo Siffert, Wolfgang von Trips and Pedro Rodriguez

Word on the beat

Carry on Pérez, Newey to Aston and Rwandan GP

● **Sergio Pérez** has been given a further stay of execution at **Red Bull**, with a further assessment to be made after Monza. There remains the possibility of **Daniel Ricciardo** being drafted in for the remainder of the season in which event his **RB** seat would be taken over by the reserve driver **Liam Lawson**. However, Lawson was also a possible stand-in for **Logan Sargeant** at **Williams**. "We would be open to discussion about him going there on loan," said **Christian Horner**, "but it would depend on for how long."

● **Jonathan Wheatley** handed in his resignation as **Red Bull**'s sporting director in order to take up his position as team principal for **Sauber-Audi**. His Red Bull role will be divided out between existing employees.

● At the time of writing, **Aston Martin** was still awaiting the signature of **Adrian Newey** who has reportedly agreed in principle to joining. The delay may be connected with an 11th hour offer made by **Flavio Briatore** for him to join **Alpine**. **Oliver Oakes** is the new principal there.

● **McLaren** has extended the contract of team principal **Andrea Stella.** CEO **Zak Brown** said: "With multi-year extensions with Lando, Oscar and Andrea, we can confidently continue on our quest to become world champions."

● Former **Haas** sponsor **Uralkali** sent bailiffs and police to Haas in the Zandvoort paddock after the team's non-payment of £6.8m relating to the release of the Uralkali-backed driver **Nikita Mazepin** in the wake of Russia's invasion of Ukraine. Haas agreed to transfer the money by the Monday after the Dutch GP to avoid the legal seizing of assets which would potentially have prevented it from taking part in the following weekend's Italian Grand Prix.

● **Rwanda** is in on-going discussions with F1 about hosting a grand prix there.

was keeping the potentially faster Piastri from further punishing the Red Bull.

"Today's race was an odd one," reported Russell. "We didn't have the pace and that was the case on all three tyre compounds. It felt that I was sliding around quite a lot, suffering from high degradation, and slowly went backwards. We will have to understand why that was as we were relatively quick on Saturday. Performance does swing circuit to circuit, but we have been up near the front in the past six races. I am therefore confident that this is an outlier."

Hamilton in the sister car was making his way through the midfield on an unambiguous two-stop strategy from his penalised 14th place on the grid. But his pace wasn't as strong as that of Sainz's one-stopping Ferrari which was soon up with Pérez on the tail of the Russell-Piastri-Leclerc train.

Leclerc was the first of the leading cars to pit, Ferrari going for the undercut on Piastri and Russell on lap 24. Russell responded, but suffered a slow pitstop and lost the place. Piastri stayed out even as Verstappen and Norris pitted on laps 27 and 28 respectively. McLaren was trying to maximise the tyre advantage he'd carry into the second stint, but staying out had dropped him a further place. With tyres eight laps newer, he was able to pass Russell on track comfortably enough. But in his chase of Leclerc, he used up the best of his tyres. "I could see he was much faster," said Leclerc. "At times maybe 1sec faster. But then as he got close I pushed a little and found maybe 0.5sec and after a while he no longer had the advantage and I was safe." It was a beautifully judged drive from Leclerc to third place.

> **"Running serene at the front, Norris extended his gap"**

Sainz, having passed Pérez in committed style around the outside of Tarzan, was closing fast on Russell. Mercedes switched him to a two-stop before the inevitable pass happened, this losing him a further place to Pérez but in the belief he'd have the pace on a set of fresh soft tyres to reclaim those places. He did not and in pushing hard, he probably damaged them – as team-mate Hamilton was now catching on soft tyres considerably older. A subdued 7-8 finish for the very same Mercs which had been 1-2 across the line at Spa left everyone there very puzzled.

They were however a long way clear of the 'best of the rest' outside the big-four teams which this week was Pierre Gasly who delivered strongly for Alpine all weekend. Having qualified in Q3 he proceeded to fight past the Aston Martins and Nico Hülkenberg's Haas to take ninth, with Alonso's Aston the final points scorer.

Running serene at the front in clear air, Norris extended his gap over Verstappen on each subsequent lap until by the end it was over 20sec, with Max doing just enough to keep Leclerc off his back. Norris had one last flourish in store. With his battery fully charged, he let rip with full deployment on the final lap – and duly took the point for the fastest lap of the race.

"I wouldn't say a perfect race," said Norris, "because of lap one again, but afterwards it was beautiful. The pace was very strong. The car was unbelievable today." ○

SAM BLOXHAM/McLAREN



A switch to hard tyres for Lando Norris at Zandvoort. Below right: Aston Martin rubber before the Dutch GP



TEAM TACTICS

Treading carefully

With the same tyres as last season but much-improved cars, **Mark Hughes** explains the strategists' dilemma in Holland

In the event there was very little strategic variation around Zandvoort. The expectation before the race was that it would be delicately poised between a one and a two-stop as to which was the quickest. It standardised around a one-stop with only Mercedes being the outliers in going for two.

But before the race Aston Martin's performance director Tom McCullough outlined the variables facing the strategists. "We don't have as much historical data here as a lot of circuits. We've not been coming here that long and it's amazing how much we use historical data. When you don't have it, it just pushes your current understanding, simulations and models even harder. When you have a weekend like this where it's wet, dry, wet, dry, this is a race we're coming back to with the same construction, same tyres, as last year, but the cars have moved on and the way they use the tyres has changed, so it's harder. All three tyres are good, raceable compounds. We know that tyre life is not an issue, and that [the fastest strategy] will be about performance degradation. It's hard to overtake here, so it's very much a track position race."

Tyre degradation is a measure of how much performance a tyre loses as the race goes on and is not the same as tyre wear. A tyre can still have most of its tread but be essentially finished, its core no longer able to provide sufficient support for the tread. Alternatively, at some tracks the tyre can still be delivering great performance with very little tread left. Degradation and wear are quite separate issues.



Tom McCullough, Aston Martin's performance director, *furthest*, was tasked with 'reacting live'

The mechanism of degradation complicates things further, as outlined by McCullough: "With the cars quicker they are putting more energy into the structure of the tyre. But the extra downforce can protect the tread. It is a combination of the two. Relative to last year we're harder on the tyres, but we're going quicker. It's a one or two-stop, and we have to react live during the race depending on what's happening."

Good month, bad month

Charting the ups and downs of the F1 circus

GOOD



GREEN GRASS
Christian Horner's Red Bull heir apparent Jonathan Wheatley will jump to Audi as team principal next year. Impressive he managed 18 years in Milton Keynes to be honest.



MERCURIAL FORCE
After looking hopeless for two years, Mercedes is a regular winner again. Can it now sneak up on the Red Bull/ McLaren fight?

STAID STAND-OFF
F1's most protracted contract saga ever finally ended when Carlos Sainz signed for Williams, F1's ninth-best team. What will we write about now?!



FULL FLAVIO
It appears arch deal-maker Flavio Briatore is ringing the changes at Alpine, with new team boss Oliver Oakes pulled in and the Viry engine department about to be jettisoned. Like he's never been away...



UNBIASED APPROACH
McLaren's drivers admitted its current team orders stance still wouldn't give precedence to Norris, Verstappen's nearest challenger – pleasing Piastri.

BAD



LACK OF TALENT FACTORY
Marko's men used to be the ultimate F1 cannon fodder, but now Red Bull is scared to use a junior in place of struggling Pérez.



TOTAL WIPEOUT
Seems like Logan Sergeant was on a mission to write off as many Williams cars as possible. Now he's been given his marching orders by Grove.

AFRICAN EXPEDITION
You thought the Saudi Arabian Grand Prix (and other sporting accoutrements) was the ultimate PR challenge? Wrong! Step forward the mooted Rwandan GP...



STEAK OUT
Despite Merc's resurgence, George Russell has revealed he didn't follow his correct diet pre-Spa, meaning he too was extra light in the underweight car. Someone get this man a Big Mac.



WASHED UP
Zandvoort's relatively brief F1 return could soon be over in an argument over unsold tickets. Shame the world championship doesn't appear interested in keeping its classic tracks...

DPPI, GETTY IMAGES, GRAND PRIX PHOTO



F1 RETRO – AUGUST 2003

Plotting shed

Extraordinary tales from the *Motor Sport* digital archive

The famous Tyrrell Shed will see an official launch at its new Goodwood home during the Revival this month, with famed team alumni Jackie Stewart and Martin Brundle on hand to break the champagne (figuratively).

Tyrrell's first Formula 1 car as a constructor, 1970's 001, was put together in said shed. It may not have been a winner, but it started a design dynasty.

The only hitch was that Derek Gardner, the man commissioned in top secrecy by Ken Tyrrell to oversee it, hadn't penned a car before – as he told Paul Fearnley in 2003.

"I had no background in monocoques," Gardner remembered. "Ken provided me with some information, but there wasn't much contact between us."

It remained that way until star driver Stewart was spirited away from a Goodwood test for a seat fitting.

"I wanted a strong, safe car underneath me that I could stretch like elastic if I needed to," he said.

Stewart would use the 001 for four F1 world championship races, scoring one podium – South Africa in 1971 – before moving to the all-conquering 003, but the Scot knew his team was onto something.

"It was a very good package: neutral, well-balanced and driveable. Derek and the team had done an incredible job."

To read the full story visit motorsportmagazine.com/archive



An estate that offers less luggage space than a VW Golf is just one of the C 63's downsides...

Where the sun don't shine

They can't all be winners. **Andrew Frankel** does his best to pluck the positives from the (fairly) new Mercedes-AMG C 63 Estate

This might be the most-late review of an important new car that I've ever written. And there is perhaps something to be learned in that. This new ultra-high-performance estate with its saloon sibling was announced in September 2022, with the international press launch taking place before the end of that year. But it is only now that cars have started to find their way onto Mercedes' UK press fleet. And after the slew of not-exactly glowing reports from the original press drive, I can't say I blame Mercedes for not wanting to rush it out to the rest of the media who'd not yet had the opportunity to drive it.

It was always going to be a hard sell. Mercedes could talk all it liked about the car's vast new power, up from 503bhp to no less than 671bhp, and its transformed performance (0-62mph down from a scarcely shabby 4.1sec to a supercar-worrying 3.4sec) but all we saw was a car with literally half the engine of its predecessor (replacing a 4-litre V8 with a 2-litre straight four from the same modular family) with the shortfall and more made up not simply by winding up the ICE engine to an unprecedented 239bhp per litre, but also then adding a massive slug of hybrid-driven electrical power. Then add also its mass ballooning by one-third of a tonne, the largest model for model weight gain I can recall of any car.

Now, at last, I've spent a week in one. And it's fascinating. Apart from the fact that it looks really good, I'd say the first impressions are almost universally bad, which might go some way to explaining the kicking it got in some quarter of the press on the back of short initial press drives back in 2022. It's a plug-in hybrid, but the claimed electric range is just seven miles, enough to get you past your neighbours in silence for sure, but not much further. But it couldn't really be any extra than that or even more of the boot would have been lost, which comes with a big shelf in it, and that's before you've put the charging cables on top because they can't be stored underneath. This estate car, note *estate*, has a boot capacity of 320 litres. A Volkswagen Golf – not an estate – offers 380 litres.

From under the bonnet where once there was a thundering V8, there is now a four-





It's not all doom and gloom – the touchscreen system outclasses everything else our reviewer has experienced

"Try not to recall the way its predecessor made you feel"

cylinder blare of no great distinction at all, and despite the fact that Mercedes has thrown every technological trick at its disposal at the chassis, including very trick dampers, all-wheel drive and rear-wheel steering, it can at best mitigate the effects of all that additional mass. It absolutely cannot be disguised.

But there are also some things about this car you won't discover on a quick out and back from a luxury hotel on roads you don't know and which bear no relation to those which you and most of your readers drive upon. Such as the fact that it is immensely comfortable on a long run, despite the apparent hardness of its 'performance' seats, or that the multimedia works better than any other touchscreen-based system I know.

And when you drive it as hard as you safely can, the engine note alters – it sharpens and becomes quite invigorating, while the handling is never less than accurate, and the steering more informative than you'd credit a car with that kind of mass over its front wheels. You get used to its ways, take into account its foibles, cover for its limitations and then, after a while, you start to look more kindly upon it.

Just try not to recall the way its predecessor made you feel on exactly the same stretches of road. And really there is no comparison. Perhaps there could be some strange justification if this were a car which provided not only such power, but coupled it with 40mpg consumption wherever you go. But it doesn't: the best I managed was 28mpg on a very gentle run. Use the car at all properly and you'll be in the teens in a trice. Which is little, if any, better than the last one.

What this car is, and it gives me no pleasure to say it, is a mistake and goodness knows, we all make 'em. The frustration is you know it's only got one thing wrong, but that thing is the author of all its troubles. I have read online in enough places to attach some credence to stories that the car is struggling to find its way beyond dealer forecourts and when you consider that no other manufacturer makes four-cylinder cars anything like this expensive – away from Mercedes you're looking at the £81,000 First Edition Lotus Emira – that is perhaps not such a great surprise.

When asked if it will retain the engine, Mercedes bigwigs have literally no choice but to say "of course" because to do anything else would be not so much to kick its own product when it's down, as kill it stone dead. But we know the V8 fits and in a couple of years' time the car will be due its mid-life facelift. We know already the four-cylinder engine has been pulled from at least one new car that was due to receive it, and been replaced by the V8. In short I'll eat this laptop if the second generation of W206 C-Class doesn't go the same way. Frankly, it needs to.

MERCEDES-AMG C 63 ESTATE



- **Price** £101,105 • **Engine** 2 litres, four cylinders, petrol, turbocharged, hybrid • **Power** 671bhp
- **Torque** 752lb ft
- **Weight** 2115kg (DIN)
- **Power to weight** 317bhp per tonne
- **Transmission** Nine-speed double clutch, four-wheel drive
- **0-60mph** 3.4sec • **Top speed** 168mph
- **Economy** 38.7mpg • **CO_2** 156g/km
- **Verdict** How the mighty has fallen.

Golf gets its swing back

A facelift and much-needed revision have worked wonders



In the year of its 50th anniversary, the Golf is back on par. Below: at 65, a meatier Mini trades weight for agility

To say the current generation of VW Golf is doing less well than that which preceded it is putting it mildly. Ten years ago VW was selling a million Golfs a year; last year that figure was 300,000. Sure, people now prefer crossover SUVs and the market was still recovering from Covid, but so too is it undeniable that the eighth-gen Golf simply wasn't as good as the seventh. And that's what this, the substantially revised version of that eighth-gen car, is here to fix.

Crucially its infotainment system no longer makes you want to drive the car off a cliff. It's not slow, it doesn't freeze and you can summon up the air conditioning menu at a single, albeit well-aimed, stab at the screen. It remains a far cry from the physical buttons that were abandoned in the interest of appearance and cost saving, but these have now at least reappeared on the steering wheel so you can adjust the radio's volume while leaving your blood pressure unaffected.

And I'm happy to say the Golf is now good again. It doesn't feel as over-engineered as its predecessor because it isn't, but the fundamentals of this car – its mildly hybrid-assisted engine providing punchy mid-range power, the silken double-clutch transmission and excellent ride and handling balance are all very impressive. It's taken a while, far longer than it should, but the Golf is now back somewhere near where it belongs. **AF**

VOLKSWAGEN GOLF 1.5 eTSI MATCH

- **Price** £28,850
- **Engine** 1.5 litres, four cylinders, turbocharged, petrol, mild hybrid
- **Power** 148bhp at 5000rpm
- **Torque** 184lb ft at 1500rpm
- **Weight** 1376kg
- **Transmission** Seven-speed double clutch, front-wheel drive
- **0-60mph** 8.4sec
- **Top speed** 139mph
- **Economy** 52.6mpg
- **CO_2** 122g/km
- **Verdict** Improvement all round.

Podge challenger

A greater range, but Mini's EV Cooper piles on the pounds



The most fun I've ever had driving an electric car was not in the 939bhp Porsche Taycan Turbo S referred to in my column in this issue, but a couple of years back in a Mini boasting just 181bhp. I had a hoot bombing about in that thing. The only drawback was its official range was just 140 miles, and if you drove it like it wanted to be driven, you could near enough cut that in half. Not very practical.

So there's now a new Mini available with both petrol and EV powertrains, but in the latter case if you choose the Cooper SE (where E stands for electric) that range has ballooned up to 244 miles, which is very welcome indeed. It's also on sale for a modest price, considering its build quality, level of standard equipment and coveted nameplate. It's properly fast too: the one I drove felt far quicker than the quoted 6.7sec 0-62mph time suggests.

Yet those of you sensing a problem marching in this direction could scarcely be more correct: because all this has only been achieved by fitting a battery of almost double the capacity of that in the old car and, therefore, almost double the weight. So while the old Cooper Electric weighed just 1326kg, this Cooper SE is 1605kg, which is properly dumpy. And it's just far less entertaining to drive: less agile, communicative and engaging. Don't get me wrong, in all other regards this is a cracking small EV but, as ever with such things, more sensible means less fun. **AF**

MINI COOPER SE

- **Price** £34,500
- **Engine** Front electric motor, 54.2kWh battery
- **Power** 215bhp
- **Torque** 243lb ft
- **Weight** 1605kg
- **Power to weight** 134bhp per tonne
- **Transmission** Single-speed, front-wheel drive
- **0-60mph** 6.7sec
- **Top speed** 106mph
- **Range** 244 miles (WLTP)
- **Verdict** Weight gain means fun drain.



Lightweight, with chequered design and shock absorbers, BRM's V6-44-SA Ceracolor R has motor racing at its heart

Taken as red

BRM's new V6-44-SA Ceracolor R is a bold timepiece that's big on motor sport features – including shock absorbers

If you're someone who likes to wear a love of motor sport on your sleeve, BRM watches could be for you. Not only do the initials of Bernard Richards Manufacture echo those of the celebrated '60s F1 team, the firm's creations are engineered from components that leave no doubt as to what inspires them - cars and bikes.

Frenchman Richards has been fascinated by mechanical objects since becoming obsessed with bikes at the age of 12, six years prior to enrolling at horological school to prepare for work in the family watch business. He remained until his late twenties when he moved to his own premises where he set-up a high-end tooling company making pens, lighters, cufflinks and other luxury goods - including watches for well-known brands.

By the new millennium he was tired of pandering to the demands of others and realised that what he really wanted to do was to make his own products in his own way and sign them with his own name. So he founded BRM with the specific aim of making timepieces replete with automotive imagery and engineered to similar standards.



During the intervening 22 years, BRM has become a brand beloved by racers (even back in 2006, eight drivers competing in the Le Mans 24 Hours were wearing BRM watches). The firm has also collaborated with multiple car and motorcycle race teams including Corvette, Graff and Martini as well as becoming official timing partner at circuits like Spa and the Nürburgring.

The BRM range has expanded dramatically with the motor sport collection alone featuring 18 models - each of which can be customised to an individual buyer's specifications thanks to the modular make-up of the watches.

Among the latest creations is the V6-44-SA Ceracolor R, a 44mm diameter, time-only watch made from titanium and red-coloured ceramic. Automotive imagery includes the chequered-flag pattern around the case and the carbon dial adorned with racing roundel hour markers - but look through the apertures at the 10, two and six o'clock positions and you'll see a trio of tiny, car-style shock absorbers. A BRM signature, they're designed to protect the self-winding movement which offers 38 hours of power reserve.

The watch, which weights just 79g without its strap, also has a screw-down crown that guarantees water resistance to 100m.

In the era of less-ostentatious timepieces there's no doubt that BRM's offerings will appeal to buyers who like to make a statement. But if you appreciate solid horological engineering with an automotive bent, Bernard Richards might just be your man.
BRM V6-44-SA Ceracolor, £4747.
brm-chronographes.com



Another new TAG Heuer Carrera driver's watch... This time it's a limited edition dedicated to Porsche's 963 Hypercar that features a skeletonised dial with tubular detailing based on the car's chassis. The LED lighting of the latest 911 is said to have inspired the use of blocks of glow-in-the-dark Super-LumiNova to ensure legibility at night, while the strap is enhanced with cut-outs based on NACA air ducts. The Porsche logo is engraved in 3D on the case band, with the edition number of each of the 963 watches marked on the back.
TAG Heuer Carrera x Porsche 963, £8050.
tagheuer.com



If you're in the habit of using a fold-up bicycle to get around the race paddock, take a look at this. Bremont is making 200 examples of the three-hand chronometer in conjunction with fellow Brit brands Brompton cycles and Cheaney shoes. The watch has a 40mm steel case finished in a black DLC treatment that contrasts with a bronze centre barrel and a brown leather strap evoking Cheaney's footwear. Each is delivered in a leather roll that doubles as a toolbag for hanging beneath a Brompton saddle - ideal for sandwiches.
Bremont x Brompton x Cheaney, £3450.
bremont.com

Precision **is written by renowned luxury goods specialist Simon de Burton**



An automotive history lesson from last year's five-day jamboree of racing past at Spa

The forest stage

As historic racing goes, autumn's Spa Six Hours is one of the world's foremost – five days, hundreds of cars and lots of noise

Spa-Francorchamps, Belgium, September 25-29

Late September and it's the first flush of autumn. The nights are drawing in, leaves are turning russet shades, Blackpool's Illuminations have been switched on and… is that a Christmas ad on the radio?

Before the nip properly sets in, grab your gilet and sally forth to the Ardennes Forest for the Spa Six Hours - one of the finest gatherings of historic racing machinery on the planet amid the famous, dare we say 'iconic', yellow and red curbs of Spa-Francorchamps. Its categories are typically mouthwatering: F1 Cars 1966-1985; Pre-66 Touring Cars; F2 and F3 Classic Interseries; GT Trophy; Sports Car Legends… oof!

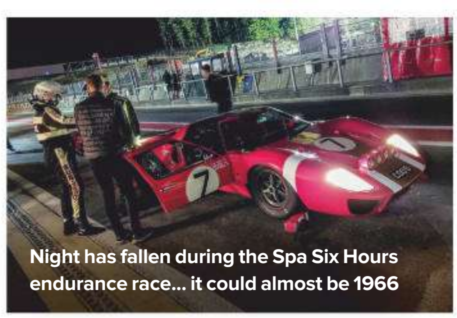
There will be several hundred post-war competition cars in attendance, all thundering around the undulating four-and-a-half mile circuit. Wednesday is open practice, allowing the drivers to familiarise themselves with the track's turns and gradients. It's qualifying on Thursday. A flurry of races follow through Friday and Saturday before the climax on Saturday afternoon - the Spa Six Hours endurance race itself, starting at 3.55pm.

Sunday is more a let-your-hair-down end to the proceedings - a track day and a chance to admire the cars close-up before they're packed up for home.

Last year's 30th anniversary event - which was mostly dry; it often isn't - attracted some major racing names including Franchitti brothers Dario and Marino, seven-time NASCAR champion Jimmie Johnson, five-time Le Mans winner Emanuele Pirro and thrice WTCC champion Andy Priaulx.

Among the highlights was a debut win for local lad Antoine d'Ansembourg at the wheel of a 2002 Dallara SP1 LMP900 Prototype in the Masters Endurance Legends, followed later in the day with a victory for brother Werner, driving a Brabham BT49 in the second Masters Racing Legends race. "I'm very happy with the result," Werner mentioned. "What a weekend for the family."

For 2024, entrance is from £25, under-12s free. Parking £10 a day. Camping is available: £41 for the weekend.



Night has fallen during the Spa Six Hours endurance race… it could almost be 1966

INDYCAR – MUSIC CITY GP

Nashville Superspeedway, Nashville, September 15

If you didn't know that Nashville's nickname is 'Music City', you do now. The capital of country will be in the spotlight as the IndyCar season draws to a close here on the 1.3-mile tri-oval.

BTCC – SILVERSTONE

Towcester, September 21-22

While F1 fans are dancing around their TV remotes because seven different drivers have won races this year, in the British Touring Car Championship you can add a few extra drivers to that figure. Silverstone is BTCC's penultimate round. In '23, Ash Sutton started a run here of three wins in five, landing him his fourth title. Another this year will put him in a league of his own.

BHC – LOTON PARK

Alberbury, Shropshire, September 28-29

The third-longest course of the British Hillclimb Championship (1475yds) hosts the season finale. Wallace Menzies is the series' Max Verstappen but he has his work cut out to win a fifth successive crown. He missed May's Harewood ascent following an accident in qualifying the week before at Craigantlet – which was abandoned due to adverse weather.

CSCC – SNETTERTON

Snetterton, Norfolk, September 28-29

It's always a bonus when the public has access to the paddock – as is offered at this Classic Sports Car Club event. Track action includes the MG Trophy, Midget & Sprite Challenge, Magnificent Sevens and Jaguar Championship, all on the 300 circuit.

HISTORIC RALLY FESTIVAL

Telford, October 5-6

Rewind to a golden era of rally Audi Quattros, Ford Escorts, Triumph TR7s *et al*. You can look forward to at least 11 stages at Apley Estate and Willey Estate, including the popular Dusk Stages held on Saturday evening. And if you're passing Apley's Farm Shop, please grab us a pork pie.

MORE EVENTS

Sep 12-15 Karting – PFI, Grantham
Sep 15 25 F1 – Azerbaijan Grand Prix
Sep 26-29 WRC – Rally Chile

WORDS: LEE GALE IMAGES: ROADBOOK – BRACONNIER AGENCY


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It's racing, Jim, but not as we know it

With its wing, Jim Hall's Chaparral 2E – introduced to the racing world in 1966 – changed motor racing. Below: Hall at Riverside in 1968 – thinking



An official biography on Chaparral's Jim Hall gives the full picture of why global acclaim was warranted, says **Gordon Cruickshank**

When Jim Hall came to Goodwood he was surprised how much people knew about him and his racing cars. In one way his surprise is understandable: numerically, Chaparral victories don't approach Porsche, Ferrari or Lotus. But look at what their progenitor brought to racing, driven by his view that "there's always a better way": adjustable net downforce, composite chassis, side radiators, onboard telemetry. Yes, others were arriving at these solutions, but Hall, and his fellow kingpin Hap Sharp, worked them out and worked them in with a unique vision of progress.

But as Hall admits in this first official biography, maybe he should have worried more about winning than inventing…

We're lucky that Hall is still around to download his life to George Levy for this gives us the background of Hall's drive to compete – idyllic outdoor childhood, riding, skiing and shooting, plus an inspiring physics teacher who led him towards an engineering degree. We get an image of a plain-speaking man whom people trusted, not given to fancy soundbites – learning that the 2D's Nürburgring win was the first for an American car in a European road race in 40 years, he comments only, "I thought, Wow!" And there's a telling line about the death of his parents in an aircraft crash: "I'm good at blocking out bad episodes. My memory is not good about them."

Those engineering skills nearly took him straight to General Motors, presaging the connection that would give him access to advanced tech for his cars, but first there was racing; Hall had an engineering intellect laced with top racer talent.

A job with Carroll Shelby (plus the family oil fortune) soon saw him prove himself in Ferraris and Maseratis and then grands prix with BRP but it was the drive to build his own American (and to him more importantly Texan – Levy takes time to explain something of that strange state pride) machinery that would create the Chaparral legend.

When his Birdcage Maserati couldn't catch Stirling Moss in a Lotus 19, he explains, "I realised I didn't want to buy last year's Lotus. I wanted something better."

Levy's lively text mixes the Texan's thoughtful words with great detail on the people, events and technologies Hall and Sharp explored on their way to new ground, such as hijacking an expert from plane makers Convair to build the composite chassis of Chaparral 2. That engineer is just one of 100 and more voices the book brings in, from family and childhood friends to racing greats – Penske, Stewart, Gurney, P Hill, Gordon Murray, Adrian Newey, Tony Southgate, all of whom watched the quiet man expanding their field with the aero



Texas Legend: Jim Hall and his Chaparrals
George Levy
Evro Publishing, £60
ISBN 9781910505663

PETE BIRO/REVS INSTITUTE, THE ENTHUSIAST NETWORK VIA GETTY IMAGES

experiments of Chaparrals A-D, the radical layout of 2E and the hub-strut wings that propelled downforce to warp factor nine.

He had his DNFs too: the 2J sucker car (quick but banned) and the 'hide the driver' 2H, which reinforce Hap Sharp's line "you win titles with last year's car". In other words, innovate in season one, refine and win in season two. Hall had a run of brilliant season ones. Yet his creativity remains: musing on 2H he outlines what could have made the ultralow-drag device work. Luckily Levy has an easy style in explaining the physics, showing that 2J was even cleverer than we thought. But don't worry, there's as much Hall as lecture hall here – the importance of the family, his battles with bureaucracy, his part in creating Can-Am, his business abilities, as when he puts together an IndyCar team and hires John Barnard to plot 2K, the first ground-effect Indycar which finally wins at the Brickyard.

Captivated by the Can-Am and endurance racers, I've skated past Hall's USRRC titles, F5000 success and multiple other arenas where his bright mind roamed. Then there's the photos – great on track, unseen before in workshop and race pits – and superb illustrations of how the aero worked, annotated by Hall.

As you'll know from last month's extract in *Motor Sport* from this book [*The car that changed everything*], Hall's first-principles re-thinks produced results, but the book



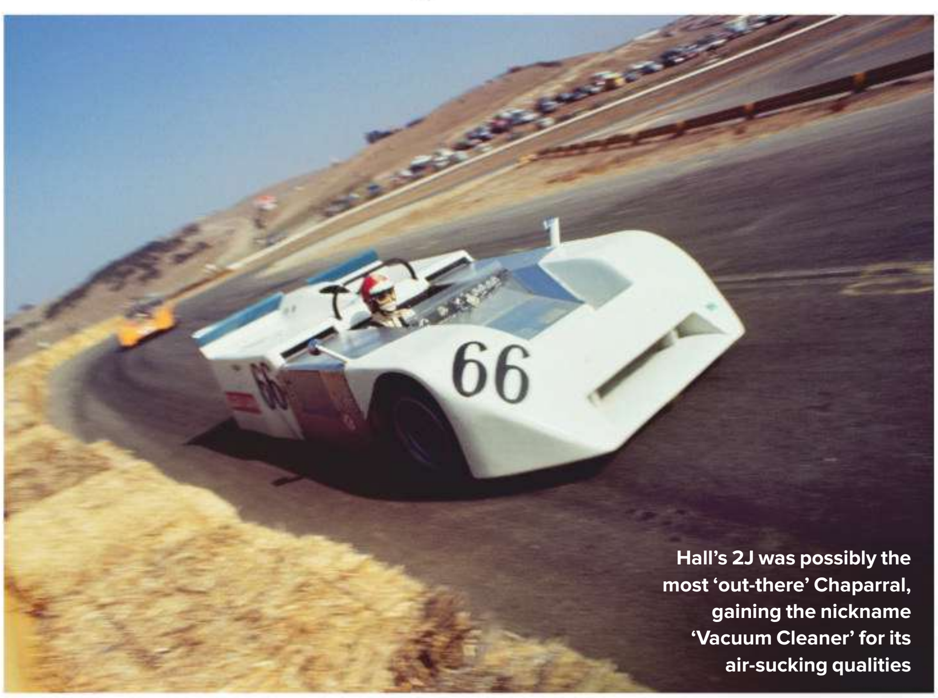
The science behind Hall's cars is explained in the book. Below: the million-selling Cox slot car

details how the Chevrolet connection went both ways: with his own secluded Rattlesnake racetrack on hand and his developmental rigour, Hall proved a vital development cog for the huge company, even helping defend Chevy against the Nader lawsuits with tests of the beleaguered Corvair.

For a quiet character, it's quirky that Hall became a national figure for his race results and for making a US rival to Europe, but especially for the smallest Chaparral of all, the 1:24 Cox slot-racer that sold a million and brought the team the nearest thing to sponsorship it had. He tolerated rather than sought publicity, and there was no team PR wing. "My personal sentiment was you don't tell people what you're gonna do. You go out, do it, and they write about you."



They've been writing about him ever since; and now he's written back.



Hall's 2J was possibly the most 'out-there' Chaparral, gaining the nickname 'Vacuum Cleaner' for its air-sucking qualities

THE ENTHUSIAST NETWORK VIA GETTY IMAGES



MORGAN: AN ENGLISH ENIGMA

Martyn Webb

As I turn the pages I can feel WB reading this over my shoulder. A true Morgan fan, he ran them as everyday cars and wrote deeply about them. He'd revel in this, packed with facts, photos, ads and racing exploits; ably written by Morgan's archivist it's super-detailed with material on war work, special bodies and personal Morgan snaps to remind us that this odd outfit was a truly family affair. A fine history. But I hear tutting: it's WB noting that while he's much quoted within, *MS* is absent from the bibliography... **GC**

The Crowood Press, £45

ISBN 9780719842498



McLAREN FORMULA 1 CAR BY CAR

Stuart Codling

Quite an achievement, considering how many cars McLaren has built since 1966 but all have their moment here with deep detail on construction, design and achievements. Knowledgeable text carries you from Bruce days through the Ron Dennis era, MP4 carbon-fibre revolution, a brief mention of 'Spygate' and on through triumphs and hiccups almost to today's sunny uplands. Smart layout lets photos breathe; results listed to 2022. Cheery foreword by Mika Häkkinen. Good value too. **GC**

Quarto Publishing Group USA Inc, £45

ISBN 9780760385128



KNOCKHILL: 50 YEARS OF RACING

Stuart Gray

This is the official 50th anniversary hardback of Scotland's top racing venue and Stuart Gray has gone to town covering its history in some detail. He's attacked the years in sweeps: the eras of three owners; decade by decade; through photographers' lenses; and there's an addictive trivia area. Bikes, karts, rallycross, sidecars, single-seaters – they're all here. For a while visiting BTCC teams placed 'Mc' before names on their cars. McMenu... brilliant! **LG**

Black & White Publishing, £35

ISBN 9781785305467

Flashback...

Maurice Hamilton raises his camera at Monza in 1990 – as the fizz flows. With Jackie Stewart is Elf marketing maverick François Guiter whose war exploits were a good grounding for life in motor sport



Although you may not recognise him, it is not an exaggeration to say that François Guiter (pictured with Jackie Stewart at Monza in 1990) was one of the most influential men in Formula 1. As marketing director, Guiter brought Elf into motor racing in the 1960s. Apart from seeing the sport as the perfect means of introducing Elf as a new brand, Guiter also used the association to promote French motor sport through initiatives ranging from Pilote Elf to title sponsorship of the Tyrrell F1 team. Described by Stewart as a "communications genius", Guiter was responsible for bringing François Cevert, Patrick Depailler, Didier Pironi and Alain Prost (among others) onto the F1 front line.

An intensely private person, the soft-spoken Guiter would be a respected, avuncular presence at Elf Team Tyrrell, seeing and hearing all, missing nothing. Little was known about his background, but F1 people were to get a clue early in their relationship with the big man.

Elf would hold a not-to-be-missed party by a hotel pool at the Mediterranean resort of Bandol each year the French Grand Prix visited Paul Ricard. On one occasion, Ken Tyrrell playfully pushed Guiter, dressed in customary suit, into the pool.

The Elf contingent gasped in horror. Mortification turned to anxiety when Guiter failed to surface. Despite his size, there was barely a ripple at the point where he had gone in, and yet there was no sign of him. A few moments later, Guiter gracefully rose from the water like a porpoise at the far end of the pool. He was completely unperturbed.

It turned out Guiter had been a frogman with the French Resistance during World War II. He never talked about his past. The missing parts of his fingers were believed to have been caused by an accident when attaching a limpet mine to an enemy ship. After that, dealing with the more stroppy members of motor sport society would be a walk in the park.

When chatting about Elf's arrival in motor sport, he told me about an incident at Reims, the territory of Toto Roche, who had a long-standing sponsorship arrangement with BP. "We hired this pit from Roche," said Guiter, "and, of course, the first thing we did was paint it in the white, blue and red of Elf. The next morning we arrived to find it had been repainted in BP's colours. So we painted it Elf again. Then we waited that night and, when they came with the BP paint, we – 'ow you say? – box! Our pit stayed in Elf colours after that."

MOTOR SPORT LETTERS



John Hindmarsh, *seated, right*, with Luis Fontés at Le Mans 1935 – in the Lagonda that Hindmarsh crashed on a Christmas jaunt

I was delighted to read of Jenks's public-road jolly in the Lotus 12 [*The time we drove a racing car on public roads*, June 2024]. It reminded me of a tale told to me by Derek Rutherford who was interviewed by Bill Boddy many years ago. (See *From Ards to Le Mans,* July 1988.)

John Hindmarsh, who won the 1935 Le Mans for Lagonda, was bored with his family by Boxing Day so telephoned Derek (also bored). They went to the Lagonda works and took the Le Mans team car for a thrash round the countryside. They crashed it into a hedge and had to tow it back to the works and spent half the night repairing and covering up the damage. Nobody found out. I don't know if this was Christmas before or after the race.

In hindsight I should have pressed Derek for more detail but it's too late now.

SIMON TYRRELL, LONGHOPE, GLOUCESTERSHIRE

Your August issue was a thoroughly enjoyable read. May I comment on the Le Mans editorial [*Editor's Letter*] and Doug Nye's contribution [*The Archives*]. Can you imagine if Le Mans did not have parts of the track named? Could we visualise where and what drivers were experiencing without those names? "X is accelerating hard out of Turn 6 on to the first straightaway," instead of "exiting Tertre Rouge on to Mulsanne". I guess it must be the mystique of many of the old circuits and the lack of history of the more modern tracks. Maybe they do have names but they are just not infamous enough, yet.

PATRICK GLEDHILL, HERSHAM, SURREY

For historical accuracy I have to correct the recent letter [September issue] regarding the Jaguar XKSS (subsequently D-type) that belonged to my father William (Bill) Rigg. This is based on personal knowledge, family history research, competition records, and an article penned by Father in 1964.

The XKSS first was supplied by Coombs of Guildford in May 1957, UDT acquiring it in 1960 and changing the number to UDT 100. UDT disposed of it in April 1962 when the number was changed to 548 ARX, and father purchased it in September 1962. It was used for the sprint at Wellesbourne in March 1963, where my brother Mark reportedly "spoilt a promising run with a violent spin". Thereafter, the previous letter's facts are incorrect: the XKSS, although prepared for racing in fact never took part in any events. Although father did participate in those events listed that was not in the XKSS, which was kept at father's factory near Dudley. To quote from father's article:

"A visitor at the factory said he would love a run in it. Unfortunately, within one mile the offside front brake locked solid at 80mph and a Corporation's lamp post was demolished backwards without any sensible diminution of velocity. Both stepped out unhurt from a passenger compartment which was cramped enough initially but now about a foot shorter."

It was after that that the Jaguar was rebuilt as the D-type, certainly in competition by July '63, until a valve collapsed at Brands Hatch. The engine was then re-built to full 3.8 spec for '64. As the car had neither the original engine, body or chassis it was decided to re-register it AWP 816B.

The accident referred to in that previous letter happened in July 1964 at Silverstone when a tyre blew on Hangar Straight. It did sufficient damage to render the D-type *hors de combat* for our scheduled departure to Ireland in 10 days' time for the meetings at Dunboyne and Phoenix Park. One has to consider that this had unintended consequences, as the Lotus Elite that father then acquired for those events had some faults which may have contributed to his fatal accident when he and I were competing in the Leinster Trophy meeting.

As our competing ceased it was sold to Nigel Moores. There is a photograph of the Jaguar at the Pebble Beach Concours in 2010 – but re-built as an XKSS. It is now in the Louwman Collection in the Netherlands, still bearing that latter registration number.

CHARLES RIGG, PERSHORE, WORCESTERSHIRE





Double whammy: the Rigg XKSS having hit a lamp-post, *top*, then had a blowout in D-type form



Team orders saw Lando Norris cede a win to Oscar Piastri in Hungary – but should orders be limited?

We must have an end to team orders beyond 'Don't crash into your team-mate'. I would like to see only one car from each team scoring constructors' points, as there is only one team making two cars. Cars could change places on team orders for the drivers' championship but the lower-placed car would score the constructors' points, not the driver who has finished first, while they still score the full points allocation in the drivers' championship.

No driver should have pressure placed on them by their own team where the second-placed driver in the drivers' championship, and race leader, is in a prime position to score maximum points while the championship leader struggles with his car balance.

STEVE WHITFIELD, CONSETT, COUNTY DURHAM

Doug Nye's page from *The Archives* is always the first I turn to when the latest edition of *Motor Sport* drops through my letterbox. His latest article, *How can a kid get 'in'?* [September issue], highlighted an important part of the motor sport industry, and the fantastic work being achieved by the Heritage Skills Academy. He also enlightened us of his own experience of entering this 'entrancing new world'.

As *Motor Sport* is celebrating 100 glorious years I have been looking back through my rather large collection of past issues and found this in the 'Situations Wanted' section October 1962: "GRAMMAR SCHOOL BOY (17½) requires work in motor racing team. Mechanically minded, inexperienced but very enthusiastic. Would like to work near either Brands Hatch or Goodwood, but will consider all offers."

I thought at first this might be the very letter that a young Mr Nye wrote, starting his journey into the world of motor racing. If not, it certainly supports his own story very well.

OLIVER VENNING, WOODBRIDGE, SUFFOLK

[Doug tells us that it is not his letter, but it does indicate he wasn't the only school-leaver desperate to get into the business. GC]



Parnelli Jones at Goodwood – one of many US stars who've been moved by UK fans' knowledge

After reading Steve Gray's letter about meeting the legendary Parnelli Jones last month, I thought you might be interested to see the enclosed shot of him at Goodwood, *above*. Over the years I also met Jim Hall, Dan Gurney, Phil Hill, Junior Johnson, Bill Summers (Goldenrod) and Smokey Yunick. All were absolute gentlemen and were all overcome by the amount that we all seemed to know about them and their careers. When I told Jim Hall that I had seen the 2F winning at Brands back in 1967, he said, "You'd better have a sit in it then!" He went on to say that he wished he had concentrated on winning a bit more than just coming up with ever more new ideas, whilst Parnelli speculated that he should have perhaps tried his hand at F1.

I also asked Bill Summers about further potential for Goldenrod, and he thought it had another 20-30mph in it if they had been able to do another run.

Others even earlier included Mickey Thompson at Debden in 1963, though as a shy 16-year-old I only mumbled a few questions about his LSR car of a couple of years before, and Don Garlits at Santa Pod when he was beaten by Pete Crane with the UK's first five-second run in 1967. Pete was a friend at the time, and we just about recognised each other at the recent Dragstalgia (Santa Pod) after some 45 years for a good long reminisce.

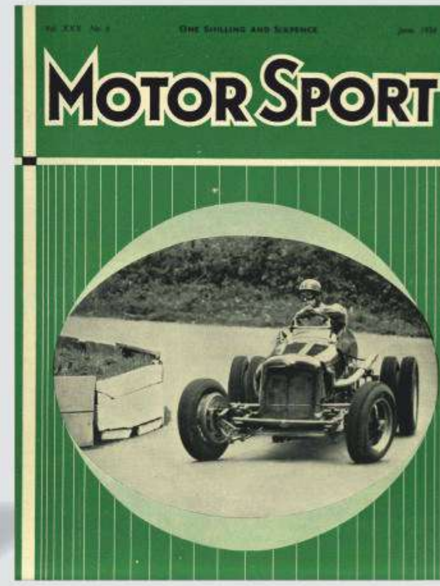
JOHN DICKSON, WROTHAM HEATH, KENT

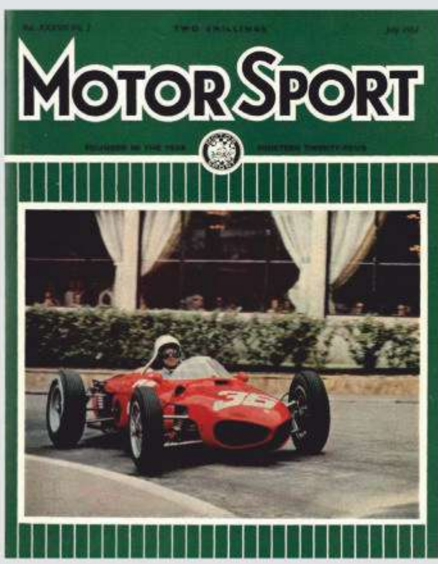
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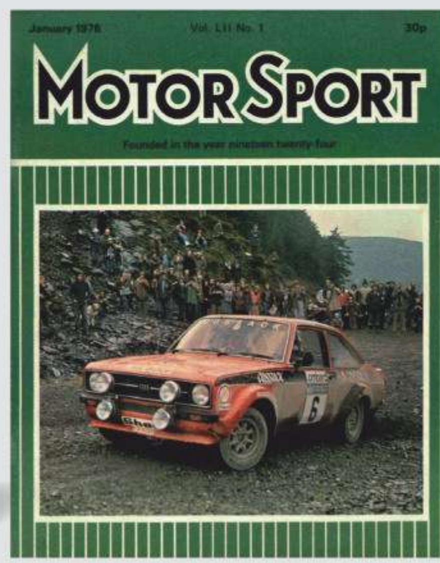
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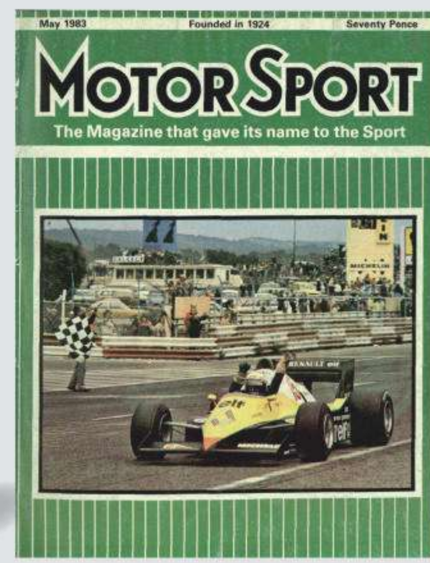

The
BROOKLANDS
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Organ of Motor and Motor Cycle Sport:
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JULY 1924
ONE SHILLING
BENTLEY

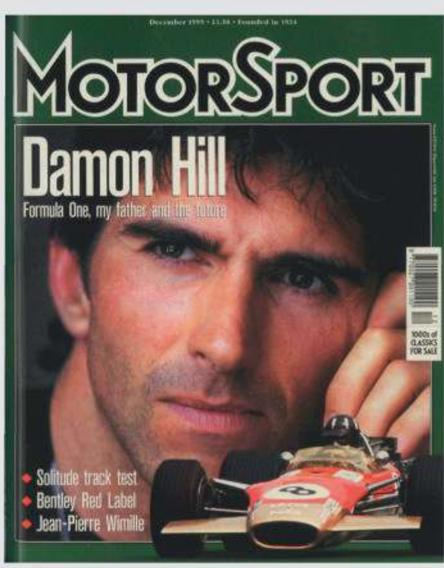

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March, 1938
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CLOSED FORMULA?
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Maverick teams who muscled in and beat the establishment
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NOT TAKING NO FOR AN ANSWER

A new Silverstone base, rapid recruitment and now a legal challenge. **Adam Cooper** reports on the gathering pace of Andretti's F1 bid in the face of sustained opposition

ILLUSTRATION: RACING LINE DESIGNS

Our artist's impression of how the Andretti livery might look on F1's 2026 car



Over the British Grand Prix weekend the 10 Formula 1 teams working away in the Silverstone pitlane were joined by a fictional 11th outfit as filming for the upcoming Brad Pitt movie continued.

The presence of a complete pit garage with two cars and a full hospitality unit in the paddock provided a little Hollywood taster of what F1 could look like should a genuine 11th team, also with a US flavour, finally be admitted.

As the world focused on the British GP just a few hundred metres away on the other side of the Dadford Road the Andretti Cadillac outfit's design team continued to work flat out on the basis that the team will ultimately find a way onto the 2026 grid.

Andretti has operated a design base in an industrial unit at Silverstone since early last year, and in April it began a move into a much larger and brand-new facility close by.

It's a smart but simple building – nothing like as flashy as the bespoke Aston Martin campus that is little more than a stone's throw away – but nevertheless it's quite a statement from an organisation that doesn't yet have a place on the F1 grid. The main part is currently a huge empty space, but it's gradually being fitted out to house various departments. The aerodynamicists were the first to be installed in new offices at the front of the building, followed by the vehicle performance group. They were joined in mid-August by the mechanical designers, who moved across from the original temporary facility.

The ambitious plans also involve a second and larger adjacent building. The intention is to run the F1 race team from Silverstone and bring in the Formula E outfit from nearby Banbury, as well as potentially adding F2, F3 and WEC projects.

The UK base is just one facet of the project, as a huge new Andretti HQ is currently being built in Fishers, a suburb of Indianapolis. It will serve both as the base for the Indy team and as the US home of the F1 project, and as such the manufacturing and construction of the car will be undertaken there.

In addition a dedicated team of engineers is working on projects such as power steering at GM's huge motor sport base in Charlotte, where driver-in-loop simulator running is already being undertaken.





From top: Mario Andretti speaks F1 at Capitol Hill in May; future Andretti HQ, Indianapolis; Michael Andretti 'enjoying' the 2024 Miami GP



Despite Andretti making bold moves towards Formula 1, with extra staff, new buildings and the might of GM as a partner, nothing is guaranteed



An aggressive recruitment programme stepped up in May. Previously hiring had been conducted by word of mouth and personal contacts, but latterly the team has been actively advertising. The roll call already includes some well-known names drawn from across the paddock [*see overleaf*], whose commitment has in turn convinced others to come.

As of July the headcount on the project, including those working at GM, stood at 173, with 38 more already hired and set to join in the coming weeks.

The staff are not just sitting around waiting for an entry to be confirmed. The team has already designed sample items like noses and roll hoops, which have been built and crash tested in order to hone systems and processes. A quarter chassis is under construction for side-impact testing, and the intention is to build a full prototype chassis, with suspension, by the end of the year.

Meanwhile the aero guys have been busy for many months in the Toyota wind tunnel in Cologne, used until recently by McLaren. Six people are based there permanently, with others commuting on a regular basis from the Silverstone base.

"Andretti's intention to enter F1 has been clear for several years"

One anomaly is that under the rules current teams are not allowed to start aero R&D for 2026 until January 1, 2025, but Andretti is free of any such test restrictions, and can work flat out in Cologne and via CFD.

If the team does finally get the nod for 2026, and thus become subject to the aero-testing rules from January, it will have given itself a decent head start.

But despite the huge investment and the bullish approach of team owner Michael Andretti that elusive entry remains far from guaranteed. F1 CEO Stefano Domenicali and Liberty Media have made their opposition to Andretti's presence abundantly clear, and their focus has been on keeping the 10 incumbent teams happy and financially healthy – which is no surprise given that the 2026-30 Concorde Agreement is currently under discussion.

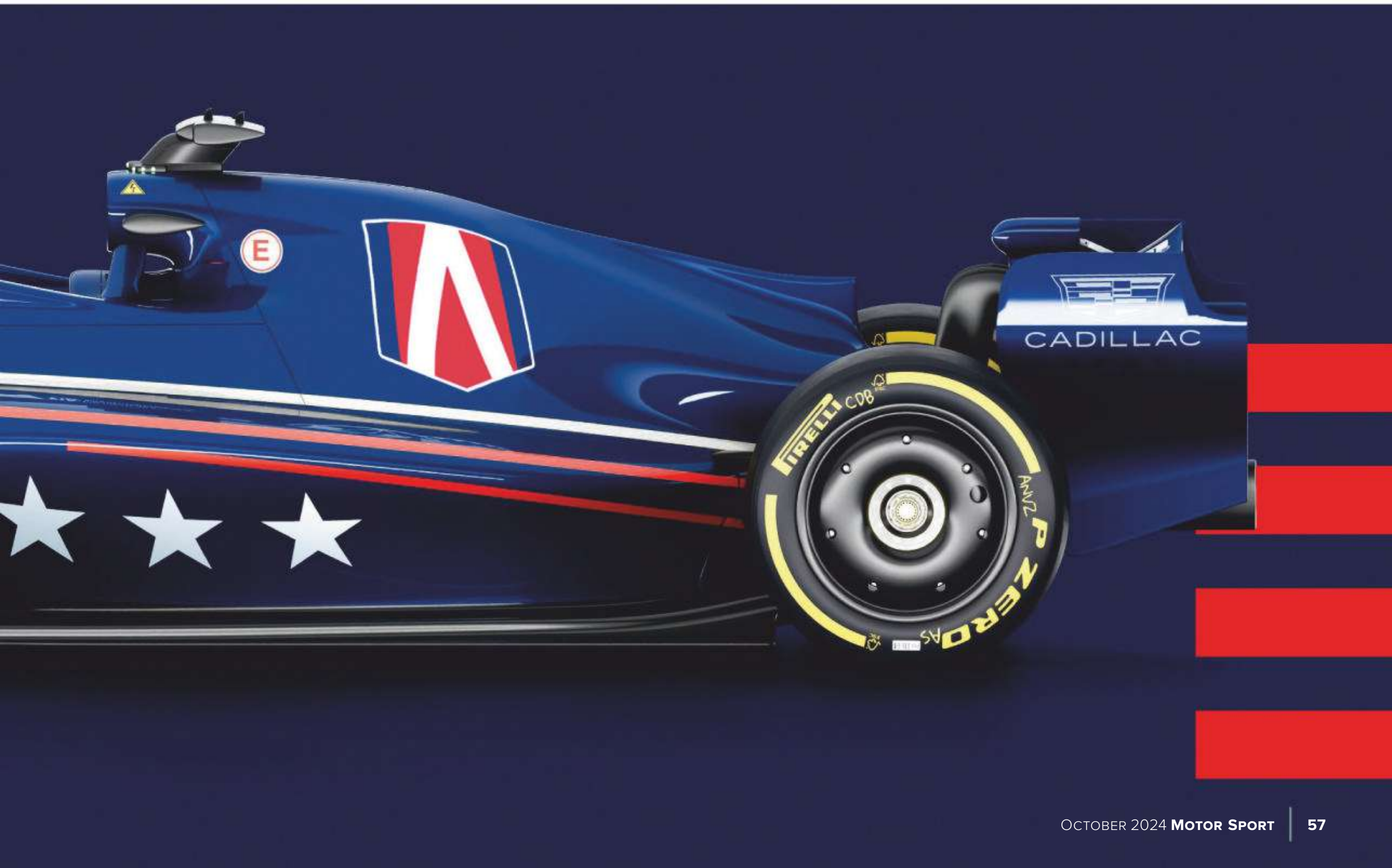
To recap, it was in January 2023 that the FIA launched an "expressions of interest" process that opened up the grid to new teams for an entry in 2025-27.

Andretti's intention to enter F1 had been clear for several years. He came close to buying Sauber before the deal fell through, and the Swiss outfit was snapped up by Audi. He decided instead to start from scratch, and quickly negotiated a Renault power unit supply.

Signed in the middle of the Covid pandemic when the future was uncertain, the current Concorde Agreement obliges a new team to pay a one-off $200m dilution fee to be split equally between the current teams. The figure was based on what they would collectively potentially lose with the F1 income pie now divided by 11.

Andretti was happy to pay what the incumbents now see as a bargain entry fee given that with F1 now booming teams

GETTY IMAGES, ANDRETTI





The new Andretti facility – 48,000 sq ft – opened at Silverstone Park earlier this year

are being valued at $1bn plus. However, Domenicali also made it clear that any newcomer had to bring added value to the sport, and by that he meant manufacturers.

Andretti called F1's bluff by delivering US giant General Motors via its Cadillac brand. Initially touted only as sponsor and technical partner Cadillac raised the stakes by subsequently committing to making its own PU for 2028 onwards.

To most outsiders an Andretti Cadillac partnership looked like a dream ticket, especially given the sport's ongoing expansion push in the USA. It certainly helped to tick the boxes with the FIA, and on October 2 the team's entry was approved by the governing body, pending step two, which was F1's commercial analysis of the team's plans.

After nearly four months an answer finally came when, on January 31, F1 issued a terse statement outlining its reasons why Andretti should not be on the grid, at least in its initial guise as a Renault customer.

The door was ostensibly left open for a full works-backed Cadillac/GM project, with its associated prestige – something that couldn't happen before 2028, given the PU design timeline. However it was a moot point as the entry granted earlier by the FIA was only valid for arrival in 2025, 2026 or 2027.

Subsequently things became a little messy. On May 1, team patriarch Mario Andretti was invited to an event in Washington, where possible competition law infractions were highlighted in a speech by congressman John James. Those were made concrete in a letter sent to Domenicali and Liberty Media CEO Greg Maffei by the US Congress, via its Committee on the Judiciary. Maffei confirmed in August that a Department of Justice investigation is underway, while maintaining that F1 has complied with anti-trust regulations.



With the US increasingly engaged with F1, Andretti would certainly bring in even more fans

> "It's not like we're rookies. We've put together a lot of experience"

Any such legal intervention was bound to ramp up tensions between the Andretti and F1/Liberty camps. Indeed the elder Andretti later revealed an uncomfortable encounter during the Miami GP weekend that saw Maffei claim that he would do "everything in his power" to stop the entry from ever happening.

If things couldn't get any more complicated between the two parties, later in May Andretti announced that it had hired the F1 organisation's long-time technical director Pat Symonds as executive engineering consultant, pending a lengthy gardening leave.

Symonds had been a key player at F1 since the start of the Liberty era, and as such he played an important role in shaping the 2026 regulations. He was also involved with F1's analysis of the Andretti project, whose staff roster includes many people he knows from his days at Enstone or elsewhere. He clearly saw potential, notwithstanding the negative conclusion announced by his employer.

Meanwhile Michael Andretti is ploughing on, on the assumption that he will ultimately find a way onto the 2026 grid.

"It's not like we're a bunch of rookies here," he says. "We've put together a lot of great experience, and each and every guy in the room knows exactly what they're doing, and they're capable of building a very competitive race car.

"There's a lot of people sitting on the sidelines, with a lot of talent from other teams that are really watching and wanting to be a part of this. And I think once they see we do get the go-ahead, they're going to come.

"I think what's drawing them to this is it's a clean sheet of paper. For an engineer, I think it's a lot of fun, because you can have a lot of input on something that's brand new, as opposed to being at a team that's been doing it a certain way for years."

Crucial to the project is the support of General Motors. The works engine is still four years away, but support on the chassis side is already having an impact.

"They have been a dream to work with," says Andretti of GM. "They are so into this, all the way from top to the bottom. And the board is very much behind it. And I've never seen a company so into it, and so wanting to do it. I think with everything that's going on now [with F1] they are even more motivated to show what they can do. Their place in Charlotte is as good as any F1 team has."

Andretti technical director Nick Chester agrees that the backing of the US manufacturer plays an important role.

"It's working really well," says the former Enstone veteran. "The support from GM Motorsports is brilliant. They're helping us in all areas, software simulation, aero, design. The small design team there is great – they are so enthusiastic about the project. They're able to take on certain projects and run with them, all the way through to manufacture and test. That's great, because we can carve off parts of the project, and then concentrate on others in Silverstone."

Andretti's hiring spree

It may be some way from F1 entry but the American gate-crashers are already recruiting in key positions



NICK CHESTER *[technical director]*
An engineer for Arrows before joining the then Benetton team in 2000. He rose through the ranks at Enstone and became technical director, under the Lotus name in 2013. In 2020 he took up a similar role with the Mercedes Formula E team, which subsequently morphed into McLaren. He joined Andretti in March 2023.



JON TOMLINSON *[head of aerodynamics]*
Worked in IndyCar before joining Jordan in 2000 as senior aerodynamicist. He moved to Renault in 2002, and then served as head of aero at Williams from 2006-11 before returning to Enstone for another six-year stint. After a spell with Mercedes on Formula E and special projects he joined Andretti last December.



JOHN McQUILLIAM *[chief designer]*
One of the most experienced engineers in the Andretti camp. He was at Jordan and its immediate successors from 1991-2007, serving as chief designer for many years. He then worked at Manor/Marussia in the same role, before becoming technical director. He moved to Prodrive in 2017, latterly working as director of engineering, before joining Andretti.



CHRIS GREEN *[IT director]*
Employee at Oxfordshire County Council before joining the Honda team at Brackley in 2007. He worked in various senior roles through the Brawn and Mercedes eras, eventually becoming head of IT commercialisation and future technology.



NAOKI TOKUNAGA *[senior strategic adviser]*
Highly regarded in the F1 industry, he worked at Nissan on road cars before a career switch in 2000 saw him join Benetton. He was head of control systems and KERS before becoming deputy technical director. From 2012-18 he was with Renault Sport in France, initially as technical director of the V6 project, before returning to Enstone as chief transformation officer.



GRAEME LOWDON *[executive adviser]*
Although keeping a low profile he has been one of the driving forces behind the Andretti project. A close associate of John Booth, as sporting director and later CEO and president he was a key player in the Manor Formula 1 team in 2009-15, learning how to deal with F1 and the FIA. Latterly he has been a paddock regular as manager of Zhou Guanyu.



CAROLINE McGRORY *[chief legal officer]*
Featured in the recent Brawn GP documentary, she was the legal head of the BAR/Honda team before overseeing the management buyout ahead of the 2009 season. After the sale to Mercedes she stayed at Brackley until the end of 2016. Spells at Leicester City, the Birmingham Commonwealth Games and Alpine F1 followed before joining Andretti.



LAURA STURLAND *[chief financial officer]*
Another recruit from Mercedes, she joined the Brackley outfit in 2017, and latterly served as its group financial controller and finance director. She brings useful knowledge of the FIA financial regs and how the budget cap works.

ICON SPORTSWIRE VIA GETTY IMAGES, ANDRETTI

Certainly staff numbers have been growing, but as ever gardening leave has held up some notable players.

"The biggest challenge really is recruiting," says Chester. "It's getting the best talent on board quickly. Ideally, I want to have a good chunk of the technical staff on board by the end of the year. We've had starters already from pretty much every team on the grid. And there's a lot of interest."

All of this hasn't come cheap - the team won't comment on what's been spent thus far other than acknowledging that it's "significant amounts".

Andretti investor and partner Dan Towriss is one of the men who is trying to attract more funding.

"We've had a strong outreach to us of people that want to work with us in a sponsorship or partnership capacity," says Towriss. "Obviously, F1 brings a lot of commercial excitement and opportunities. I also think that that's part of the value that we bring to the series, the fact that there are all these corporations and brands that want to work with Andretti Cadillac.

"Certainly, building up the revenue sides is an important part of F1, as I think everybody knows, but there's a strong financial commitment. Our success isn't predicated on having a lead sponsor or anything like that. But at the same time, we're very confident that the sponsors are going to come."

While Andretti continues to invest and build up the Silvestone infrastructure, the clock is ticking towards 2026.

The entry process has run against a background of wider tensions between the FIA and F1 camps, although there was a plot twist when Mohammed Ben Sulayem - the man who sanctioned the Andretti entry - suggested in an interview that buying an existing team was perhaps the best way forwards after all.

Meanwhile Domenicali is negotiating the new Concorde Agreement with the current F1 teams, and quite how those discussions will ultimately impact a future 11th entry remains to be seen.

A further hurdle is Renault's plan to stop making a 2026 power unit even for its own Alpine team, which means that Andretti will now have to find another partner to fill the void before Cadillac is ready in 2028.

How the story will play out remains anyone's guess. For the sake of the sport we can only hope it doesn't end up in court.

HOW HARD IS IT TO START AN F1 TEAM?















With Andretti eyeing a spot on the Formula 1 starting line, **Edd Straw** looks at the numbers involved in launching a new team. Deep pockets and previous success in other disciplines can't guarantee F1 titles – or even mid-field status. Give the Americans time, though, and they might have a chance

Starting a Formula 1 team was never easy, but for decades it was achievable with cash in hand, wealthy backers or the indefatigable wheeler-dealer spirit of a Frank Williams type. Most failed, but some succeeded and those who did thrived. Today, the barrier to entry has never been higher.

F1 is typically blamed for that, with commercial rights holder Liberty Media blocking Andretti's putative F1 team despite the FIA accepting it. Even if Andretti Cadillac had been allowed in, what's often referred to as the entry fee, actually a $200m 'anti-dilution' payment to compensate for the fact that the share of F1's revenues taken by the teams would be split 11, rather than 10, ways seems ludicrous. But it's a drop in the ocean compared to what it takes to start from scratch. Mercedes team principal Toto Wolff has suggested that "you need around $1bn" to do so credibly.

Existing owners are hardly impartial given the desire to protect their own businesses. F1 acts as if it runs to a franchise model, which is not the case with the rules allowing space for six more cars and the Concorde Agreement permitting 12 teams, but as Williams boss James Vowles said in explaining his opposition to Andretti's entry "it's not that we're close-minded to more people coming into the sport, but what we're very careful on is protecting the sport we have right now". However, doubts about new teams are not solely based in self-interest, for F1 teams are complex beasts.

Take Williams as an example. It's currently F1's ninth-best team but recently hit 1000 employees. Sauber is last and employs over 600 and expects to have around 900 by the time it becomes Audi in 2026. The days when a small team could even run a car, let alone design and build one, are long gone. The performance needed even to be at the back is enormous. The slowest team of 2024 – Sauber – is within 1.9% of the pace. Wind back 30 years to 1994 and that deficit would put you fifth-best.

F1 teams today are self-contained industrial complexes, requiring not only specialist personnel but also state-of-the-art machinery. Say you want to build your own factory with wind tunnel, driver-in-loop simulator and the bewildering array of other specialised machinery required – the capital expenditure required is astronomical.

> "The challenge of creating a new power unit is itself a costly project"

Aston Martin puts the cost of its new Silverstone facility at around £200m. And if you want the quality and speed of turnaround to be sufficient to be competitive, you need the best kit in every area, from composites manufacturing to design tools to additive manufacturing to shaker rigs... the list is endless.

Suppose you have a top-line factory and facility staffed with 800 proven, accomplished F1 personnel. Now, you must design and build a car. The only extant start-up team of the 21st century, Haas, gained its foothold through a Ferrari technical partnership that gives it a lot of the nuts and bolts needed to make a car – effectively it 'only' has to produce the monocoque, aerodynamic parts and a few other specified components. A new team today wouldn't be allowed in on that basis. It requires vast knowledge to produce all of that in-house, often stretching to developing proprietary technologies and processes that can't be bought off the shelf. Creating that from scratch takes years.

Making a go of a new team in F1 is close to impossible. However, a suitably ambitious team with the right lead time, resources and leadership could make it work. If you're prepared to commit $1bn-plus – and that 'plus' is doing some seriously heavy lifting as Wolff's estimate is, if anything, conservative – then it is possible to turn up and run credibly with time. There are also some advantages today, such as the fact that while once upon a time newcomers might be saddled with old-specification engines, F1's regs mean you are guaranteed a good level of powertrain performance. There are also open-source parts whose design every team must share with rivals and the potential to buy some parts from a rival even if not to the extent of Haas. However, with F1 keen only to let in OEMs, there's the additional challenge of creating a brand new power unit – itself a massively time-consuming and costly project.

Andretti is adamant it can succeed, with big-bucks investors and the might of General Motors behind it. It has already sunk vast sums into its F1 team in the expectation that, eventually, F1 will be forced to relent. But even a well-funded team with a long lead-time is expected to start off at the back – and probably well off it. To make it work will demand as much patience as cash, perhaps even more.

GETTY IMAGES, ASTON MARTIN, RACING LINE DESIGNS



Start as you mean to go on...

Could a debutant make an instant impact in F1? It wouldn't be the first time. **Maurice Hamilton** recalls the stunning arrivals of Wolf, Jordan and Brawn









Different eras, but Brawn, Wolf, *top*, and Jordan, *centre*, each dropped into Formula 1 like dervishes

BERNARD CAHIER/DARREN HEATH PHOTOGRAPHER/ GETTY IMAGES, GRAND PRIX PHOTO

You've heard the words of caution. Audi, in advance of its Formula 1 arrival in 2026, is already speaking in hushed tones about needing a couple of seasons to gain a footing, never mind step onto the podium. Andretti Autosport, should it ever make it through the paddock gates, sees the subject of winning as a matter for future discussion. The suggestion of victory first time out is for uninformed optimists. And yet...

In 1977, and as comparatively recently as 2009, Wolf and Brawn turned up and savoured their respective national anthems before the debut weekends were over. Jordan came close to winning the Belgian GP in 1991 – its 11th race – only to be let down by an engine failure.

Wolf and Jordan used Ford Cosworth V8s produced in Northampton. Brawn went a few miles further, technically and geographically, by doing a deal with Mercedes High Performance Engines in Brixworth. Having off-the-shelf motors delivered in a van to the workshop doors in Reading, Silverstone and Brackley seriously reduced a worry that will have a profound effect on today's newcomers dealing with sophisticated power units.

But the increase in technical complexity behind a driver's shoulders should not detract from Wolf, Jordan and Brawn topping – even if briefly – entry lists that, back in the day, were heavily oversubscribed. How, for instance, did Walter Wolf metamorphose from a wealthy salesman to winning entrant in the 1977 Argentine GP?

In truth, Wolf had spent a season serving a tough apprenticeship in the lower reaches of the F1 running order, largely because he found himself owning a team when, 12 months previously, such a thought could not have been further from his mind.

Born in Slovenia not long after the outbreak of World War II in 1939, Wolf's humble upbringing prompted the search for a better life in Canada. Aged 19 and penniless, Wolf kept himself warm in cinemas and learned his English from watching cowboy movies. An astute mind and the ability to hustle would eventually earn a small fortune through setting up and equipping offshore oil rigs.

Having enough money to finally indulge himself, Wolf pursued a passion for fast cars and went as far as talking to Giampaolo Dallara about running an exotic sports car at Le Mans. Dallara not only knew Frank Williams but the Italian car designer was also aware that Frank was perennially short of money – a problem which did not seem to hinder Wolf.

Invited by Williams to attend the 1975 International Trophy at Silverstone, Wolf was so enthused by the trappings of the non-championship F1 race that he offered to pay for two desperately needed engine rebuilds. Frank accepted. He had little choice, given the mounting debts which came with running a mongrel of an F1 car – sometimes two if a pay driver could be found – on a shoestring.



Audi join the F1 circus from 2026 – you'll probably get good odds on Nico Hülkenberg taking the world title

Wolf's fervour accelerated to such an extent during subsequent grand prix visits that he formed visions of owning his own F1 team and doing a better job than Williams. When Wolf offered to settle Frank's debts – estimated at around £140,000 – in return for a 60% interest in the team, Williams refused.

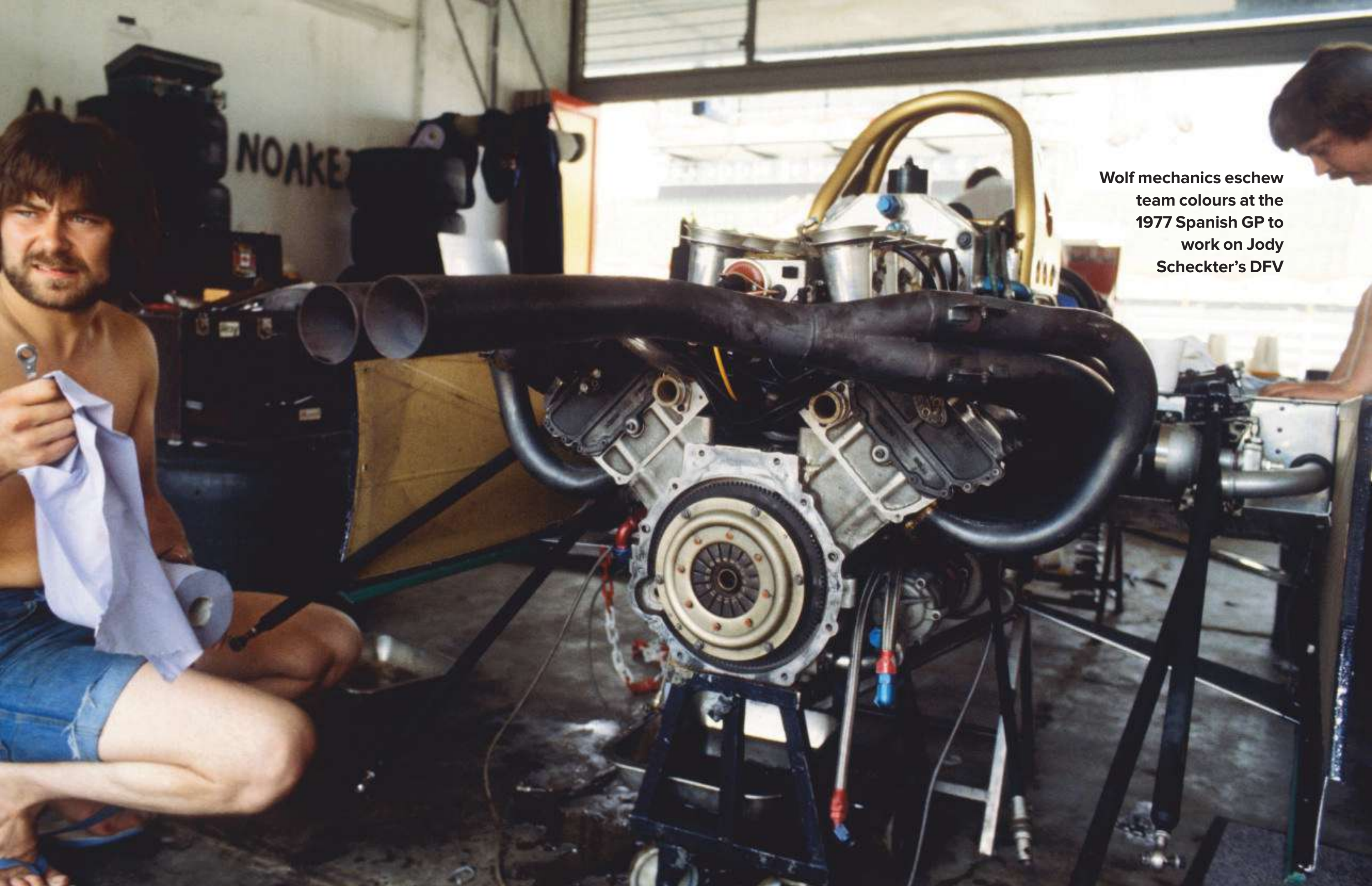
Wolf turned his attention to Hesketh Racing. Despite a glory day earlier in 1975 when James Hunt won the Dutch GP, this small team faced liquidation. Hunt was snapped up by McLaren and Wolf accepted the offer of Hesketh's assets (including a new car of unknown potential) for £450,000.

Having zero F1 experience, Wolf asked Williams to join him. After much soul-searching, Frank eventually agreed. But the anticipated freedom accompanying the novelty of a bank balance in the black was shackled by being treated like a gofer. For 1977, Frank Williams went off to do his own thing. The rest of that particular story would form a glorious chunk of F1 history.

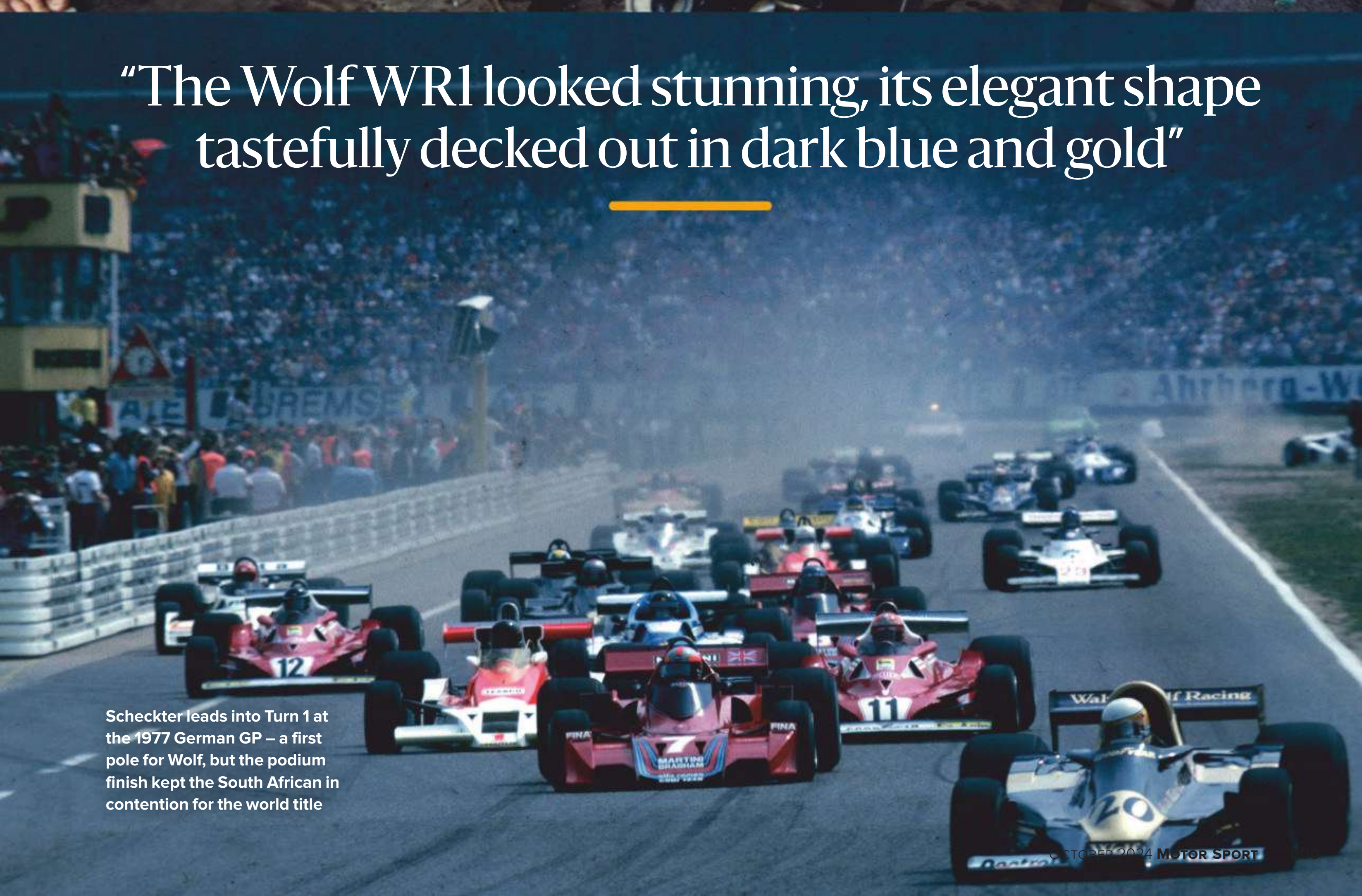
Wolf appeared to be trapped in a cul-de-sac at the end of a disastrous F1 season with the overweight and uncompetitive Wolf-Williams FW05. But the one thing he did have was membership of the Formula One Constructors' Association (FOCA) thanks to Jacques Laffite taking Frank's FW04 to a fortunate second place in the 1975 German GP. Wolf would never have enjoyed the associated perks and subsidised travel had he worked solely with what remained of Hesketh. But he also recognised that money spent wisely could lay the foundations for a team capable of doing the job necessary to get him out of the blind alley.

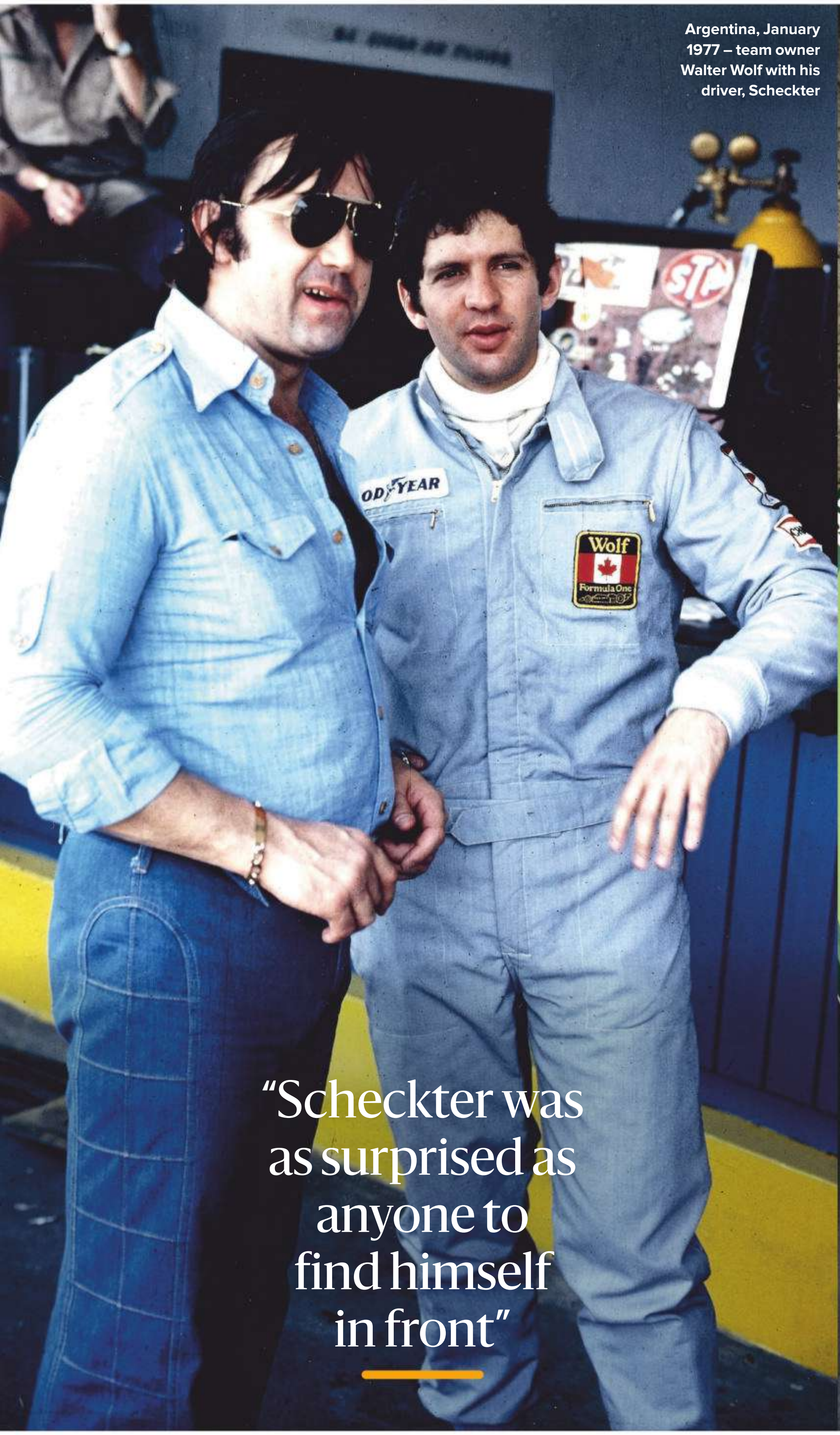
Harvey Postlethwaite may have been responsible for the Hesketh-cum-Wolf-Williams, but the young Englishman's enthusiasm and potential was worth encouraging. Wolf was equally astute when he persuaded the efficient and authoritarian Peter Warr to leave Lotus and become team manager. This was enough to facilitate another key part of Wolf's plan as he coaxed Jody Scheckter, a winner with Tyrrell, to take a chance with what was effectively a new team, now known as Walter Wolf Racing.

When their car was rolled out of the former Williams workshop in Reading, here was final proof that this team meant business. The Wolf WR1 looked stunning, its elegant shape tastefully decked out in dark blue and gold. Postlethwaite's creed of simplicity and reliability translated into a car Scheckter


Wolf mechanics eschew team colours at the 1977 Spanish GP to work on Jody Scheckter's DFV

"The Wolf WR1 looked stunning, its elegant shape tastefully decked out in dark blue and gold"


Scheckter leads into Turn 1 at the 1977 German GP – a first pole for Wolf, but the podium finish kept the South African in contention for the world title



Argentina, January 1977 – team owner Walter Wolf with his driver, Scheckter

“Scheckter was as surprised as anyone to find himself in front”



Andrea de Cesaris was ever-present during Jordan’s scintillating first season in 1991



liked immediately. There may have been genuine if guarded optimism, but no one could have predicted what would happen on January 9 in Argentina, the first race of 1977.

Scheckter started from the middle of the grid, held station for several laps and began to move forward as the McLarens, Ferraris, Tyrrells and Brabhams ahead either failed or their drivers succumbed to the searing heat. With six laps remaining, Scheckter was as surprised as anyone to find himself in front and heading for a dream debut.

Luck may have played its part on this occasion but Scheckter would win convincingly in Monaco and Canada. With just one exception, if his Wolf was running, the South African finished in the top three. Scheckter was runner-up to Ferrari's Niki Lauda in the championship. Walter Wolf Racing claimed fourth (out of 12) in the constructors' championship; remarkable for a single-car entry. But that was as good as it would get. The WR5, a more complex car, simply didn't work. Scheckter went to Ferrari for 1979 and Wolf lost interest, selling his team to Emerson Fittipaldi.

Wolf may have had little knowledge of motor sport when he laid his F1 plans, but the same could not be said of Eddie Jordan. A wheeler-dealer operating by the seat of his pants, Jordan built his F1 ambition on the basic premise of, having entered a championship-winning team in F3 and F3000, GP racing had to be the next logical step. At the time (1990), Jordan's argument was: "A good F3000 team could probably sit comfortably at the back of an F1 grid. All you need is a decent car, engine and driver." He was soon to be disabused of that simplistic summary. But, typically, the more difficult things became, the harder and faster Jordan talked.

As it turned out, the 'decent car' would prove to be the easiest bit. Having used the engineering talent of Gary Anderson (a former F1 mechanic with Brabham and McLaren) in F3000, Jordan sensed a nascent designer who could pretty much turn his hand to anything. Anderson's first job was to build a mezzanine floor and a design office within Jordan's cramped workshop on the Silverstone estate.

Finding an engine would be more difficult. The Ford V8 may have been available across the Cosworth counter but there was a limited supply. Jordan joined Coloni, AGS and Larrousse as keen customers for the DFY (latest version of the DFV). Typically, Eddie jumped the queue by going direct to Michael Kranefuss, the head of Ford's motor sport division in Detroit. Kranefuss was sceptical. Since his primary interest was winning the championship with Benetton, Kranefuss insisted Jordan would have to accept an engine that would be one step, perhaps two, behind the Benetton Fords. At least Jordan would have the HB, a cut above the DFY.

When it came to tyres, the choice between Goodyear and Pirelli was, in



An unlikely first-season world championship win arrived for Brawn at the 2009 Brazilian GP

MARK THOMPSON / PASCAL RONDEAU / CORBIS VIA GETTY IMAGES



“Jordan went from strength to strength, finishing 4-5 in Canada with the green 191”



Job done – victory for Ross Brawn at Albert Park, 2009. Above: de Cesaris helped Jordan to fifth in the 1991 constructors’ standings

Jordan's view, no choice at all. It had to be Goodyear if he did not wish to join the other small teams struggling for grip at the back. Once again, Jordan used his blarney as he sidestepped objections from favoured Goodyear runners McLaren, Williams and Ferrari by holding face-to-face talks with Leo Mehl, Goodyear's respected head of F1. Then EJ caused further annoyance among the big players by stealing a sponsorship deal with PepsiCo from under their noses.

Jordan's shrewd negotiating methods received a respectful nod from Bernie Ecclestone. The *de facto* boss of F1 was spoilt for choice in 1991. There were 18 teams entered, some with a single car, and a total of 34 drivers aiming for 26 places on the grid. Although he would have welcomed a thinning out among what he regarded as a ragged collection of F1 newbies, Ecclestone could see that Jordan would be a creditable addition. But there would be no concessions.

Jordan had to pay for its own freight and pre-qualify for the right to practice and qualify, never mind race. The team was pared to the bone as it headed to the first race in Phoenix, Arizona. The mechanics had to carry their own kit and work to the rule: if you can't lift it, you can't bring it. Save for a few sponsors' banners, the garage walls were bare. Noting that rival teams had perches at the pitwall (a comparatively new concept), Jordan constructed a rudimentary platform from scaffolding poles and planks, from where they watched Bertrand Gachot qualify 14th and hold eighth place before the engine broke with six laps remaining.

Andrea de Cesaris had failed to pre-qualify thanks to missing a gear and over-revving his V8. Despite the F1 cognoscenti scoffing at this mistake, the experienced and unpretentious Italian would turn out to be the perfect choice. Jordan went from strength to strength, finishing 4-5 in Canada with the green 191, one of the most attractive F1 cars of that or, arguably, any other era.

In Belgium, it looked even better. Apart from turning heads by giving Michael Schumacher his F1 debut, Jordan was on the verge of the impossible dream as de Cesaris closed in on Ayrton Senna, struggling for gears in the leading McLaren. With three laps to go, the Jordan retired with a blown engine. A communications breakdown had failed to notify Anderson that revised pistons would consume five times the usual amount of oil. Jordan finished fifth in the standings before going on to win four GPs and take a serious run at the 1999 title. That debut year had been propitious for a happy, hard-working team numbering 41 – in total – in 1991.

At the end of 2008, Honda Racing F1 had 700 employees. And they were far from happy. This had little to do with finishing near the foot of the championship with a dreadful car. On November 28, Honda announced its intention to quit F1. With immediate effect. It was a massive shock to the team, not least Ross Brawn who had joined a year before with plans to use his impressive championship credentials to lead Honda to the other end of the title table. Brawn had effectively written-off 2008 to focus on starting afresh for the next season. Thanks to Honda's bombshell, his priority had shifted overnight from creating performance to avoiding redundancy.

There were several prospective buyers, most of them infatuated with the glamour of owning an F1 team without being aware of its complexities. In the end Brawn and his CEO Nick Fry reached an agreement to buy the team for £1 in return for a £92.5m budget from Honda equal to the amount the motor company would save in redundancies. Even so, 350 team members would lose their jobs.

This was on March 5, 2009. The first race in Australia was three weeks away. Getting there would be an achievement. Winning the race a fantasy not even worth considering. In the F1 season preview carried by one leading publication, Brawn GP (as the company was now known) was not even mentioned. But the guys in the Brackley headquarters knew their resuscitated team was very much alive – and quietly optimistic.

Brawn had ditched the Honda V8 and worked a deal with Mercedes for a supply of the latest version of the engine that had won the previous year's championship with McLaren. Better than that, testing had shown their neat little car, the Brawn BGP 001, to be quick. Indecently quick.

Condescending rivals put this down to running light to attract much-needed financial backing – as witnessed by the two cars arriving in Melbourne with very little on them other than a few small sponsors, eye-catching yellow flashes and the maker's name. But the opposition knew little about what lay beneath the virgin white surface.

Technical changes for 2009 had the intention of reducing downforce, an obstacle the team's engineers had been preparing for during the previous 12 months. Honda's Saneyuki Minegawa is credited with scrutinising the regulations and finding a grey area in the paragraphs defining the size and location of the rear diffuser. By creating another diffuser beneath the existing one, Brawn had effectively doubled the extraction of air and downforce in a crucial area. Toyota and Williams had also spotted the loophole. But neither of them had designed the most efficient angles for the diffuser, nor found the necessary balance in their cars, front to rear.

Proof that Brawn had done its sums correctly came when Jenson Button and Rubens Barrichello (both of whom had remained loyal to the team) filled the front row in Melbourne and finished 1-2. The weekend had largely been trouble-free. Which was fortuitous because Brawn had neither the time nor the resources to produce spare parts. The F1 world was flabbergasted – and quietly infuriated. Protests were thrown out, the Brawn-Mercedes being declared legal.

Brawn made the most of its advantage, Button winning six of the first seven races. Gradually, the opposition began to close in, Jenson going through a tricky period as the pressure of leading the championship for the first time took its toll. Then, realising it was now or never, Button produced a thrusting drive at the penultimate round in Brazil to finish fifth and win the championship, Brawn having already clinched the constructors' title. Which was timely because, by Brazil, they had run out of performance and pace.

Button would move to McLaren for 2010; Mercedes would buy a 75.1% controlling stake in Brawn. The little team had become the nucleus of a big one and disappeared as quickly as it had arrived. But the mark left by Brawn GP in terms of achievement – winning both championships in a debut season – stands out, even when compared with the exceptional entrances of Wolf and Jordan.

F1 no-marks? Despite the lack of sponsors, Brawn was the first team to win the F1 constructors' title in a debut season



PETER FOX/PAUL-HENRI CAHIER/GETTY IMAGES



Red arrow rides again

In 1924 a Mercedes 2 Litre won the Targa Florio… but that racer's whereabouts is a mystery. Its sister car, which finished 10th, has been restored and is back in prime condition. **Andrew Frankel** heads to Brooklands for a date with history

PHOTOGRAPHY: CRAIG PUSEY


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The back straight is quite short, but we're already running out of revs in top gear. The 100-year-old car is now in a proper hurtle, engine bellowing, tyres singing their approval; by contrast I'm running down my checklist of which pedals and levers to press and pull, in which order and at which exact time required for this not-all-about-to-go-horribly, embarrassingly, expensively and reputation-ruiningly wrong. The entry to the corner ahead is clearly visible but not easy: you need to slow, downshift, turn in and turn some more to accommodate its deceptively tightening radius.

The car is priceless, one of two in existence, the men who have spent the last two years restoring it are all watching and you really, really do not want to mess this up.

It's strange that when you think of all those great pre-war Mercedes-Benz racers from leviathan white SSK and SSKL sports cars to the all-conquering W25, W125, W154 and W165 'Silver Arrows' grand prix machines that this one never figures.

Perhaps it's because, with a mere 2 litres under the bonnet, it is seen as being somehow a junior partner in the Stuttgart stable of racing greats, or maybe it's that red paint still confusing people to this day, just as it was always intended to in period, of which more in a minute. Maybe it's because it isn't actually a Mercedes-Benz at all. It wasn't until 1926 that Germany's two great carmakers merged, so this 1924 car is actually just a Mercedes, built by Daimler, and you only need to spot the lack of the Benz laurel leaves around its badge to know it. But might it just be that in period it didn't really have a name? When I asked those responsible for it today what it was called, they looked at me as if I'd gone slightly mad and said, "Mercedes Targa Florio, of course." But when I asked what it had been called before it won what was then the world's greatest sports car race, the answer is a less-assured, "I guess Mercedes 2 Litre," is the best that I am offered.

But 100 years ago, win the Targa Florio it did and, dating before the Mille Miglia and less than a year after the first running of the Le Mans 24 Hours, the world's greatest sports car race it undoubtedly was.

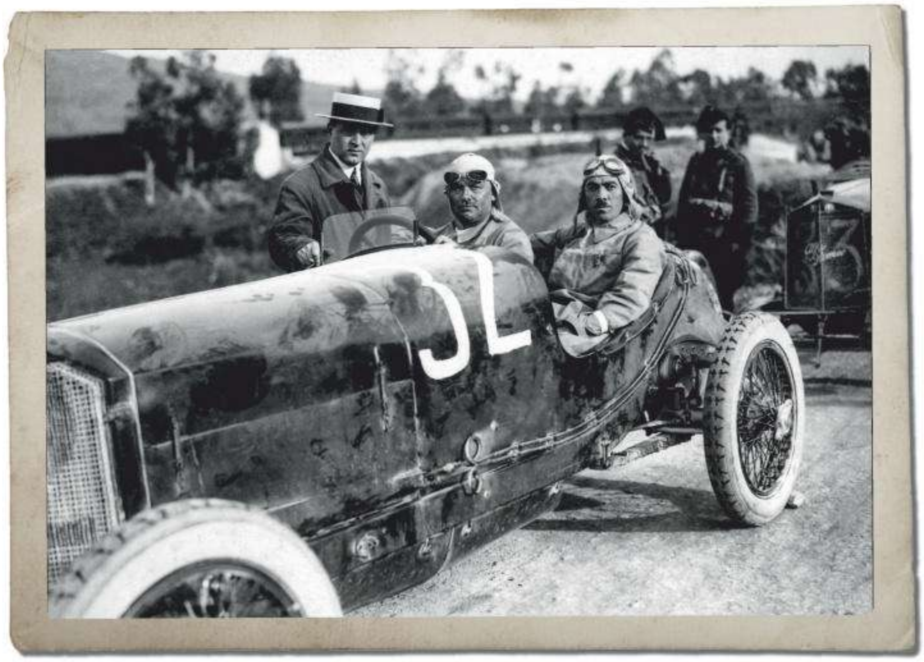
And quite a race it turned out to be. It was a cracking entry with works teams from Mercedes, Alfa Romeo and Fiat all thought to be in with a shout. But it was Alfa Romeo that was perhaps a favourite with its 3.6-litre RLTF racer and not only the great Antonio Ascari on the books but Giulio Masetti, winner of two of the previous three Targas. Tragically both already had less than two years to live, Ascari perishing after a crash at Montlhéry in July 1925, Masetti trying for his third Targa win in 1926.

To counter the threat, Mercedes drove four of its new racers from Stuttgart to

MERCEDES-BENZ AG



The Mercedes' red paintwork is the exact same shade as in the 1924 Targa Florio – but not the usual white of Germany...



Mercedes No32, 1924 Targa Florio, with Christian Lautenschlager, age 47, at the wheel

Naples to catch the ferry to Palermo. One would act as a spare, the others to be driven by one Alfred Neubauer, then a mechanic turned racing driver who'd latterly find rather more fame as a team manager, plus Christian Lautenschlager and Christian Werner. The former was a once-great racing driver and two-time winner of the French Grand Prix (1908 and 1914) but now aged 47, only a part-time racer and past his best.

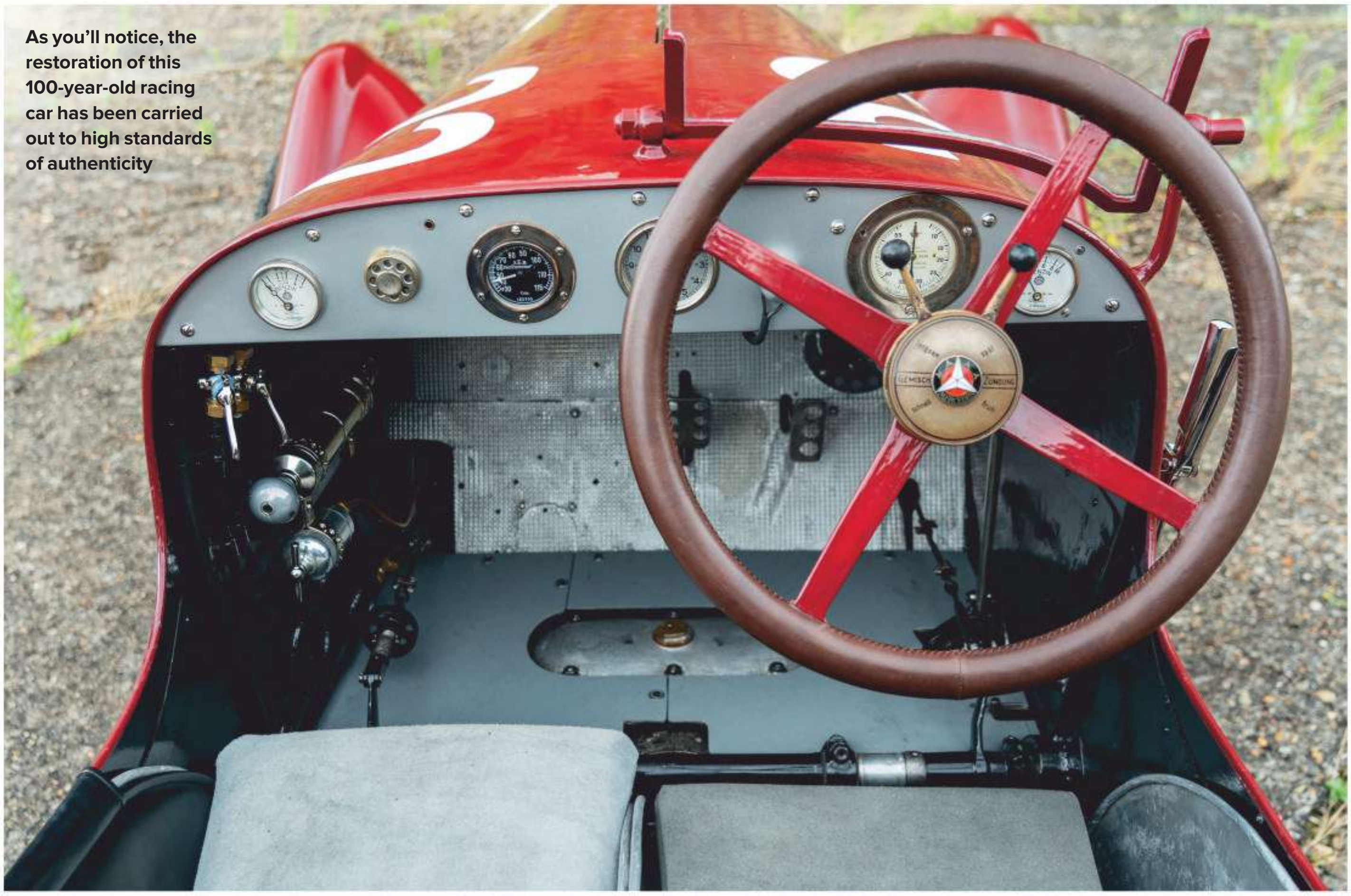
By contrast, at 31, Werner was in his prime. Good enough to have been beaten only by Masetti the year before, he'd go on to finish second in the 1927 German Grand Prix and then win it the following year. He was also the great Rudolf Caracciola's team-mate in 1930 in their immense if ultimately unsuccessful single-handed attempt to dethrone the mighty Bentley works team at Le Mans that year.

But by the start of the fourth and final lap of the 66-mile Grande Madonie circuit, it boiled down to a straight fight between



Ferdinand Porsche reconfigured the Mercedes for the 1924 Targa Florio, vastly improving its reliability. Below: a century later at Targa Surrey





As you'll notice, the restoration of this 100-year-old racing car has been carried out to high standards of authenticity

MERCEDES-BENZ AG

"If Werner's victorious machine is out there, maybe rotting in a barn, no one is saying"

Werner and Ascari, Werner ahead on time, Ascari on the road and narrowing the Mercedes lead all the while. The scene was set for one of the great finishes.

In the Mercedes pit, stopwatch in hand, stands another person who'll go on to be quite well known in the motoring world, waiting for Ascari to appear. He can hear the Alfa's straight-six engine coming, coming, coming, sooner than anyone at Mercedes liked or expected. His name is Ferdinand Porsche. And then – nothing. The Alfa engine cuts, seizing solid some say 30m short of the line.

Ascari tries to restart it but no avail. He tries to push it, shouting at the crowd to keep away as he knows any external assistance with the car means instant disqualification. But the crowd, desperate to see an Italian in an Italian car win on Italian soil, are less familiar with the competition rules and want only to see their hero over the line, thereby guaranteeing the one thing they'd all have given limbs to avoid: a German victory in a German car. But Werner wins, over 7min 30sec clear of Masetti's Alfa in second, with Lautenschlager 10th and Neubauer 15th.

And that was that. The newly christened Mercedes Targa Florio was retired as Mercedes decided to build a new generation of bigger, more brutal racers. Two of the four cars disappeared leaving one – Neubauer's car – in a private collection, and the one you see on these pages.

For decades it was believed to be the winning car, but when Mercedes-Benz Classic came to research its history from its vast archive and examining numbers stamped on the chassis and elsewhere, it became clear it is not: it is the Lautenschlager car. If Werner's victorious machine is out there, maybe rotting in a barn or squirrelled away, no one is saying.

But what, exactly, is this car anyway? Its original design was by Paul Daimler, son of the great Gottlieb Daimler and, in the early 1920s, was absolutely state of the art. It predates the similarly 2-litre Bugatti Type 35 but compared to what would become the most successful pre-war racing car of all, the Mercedes had twin overhead camshafts and four valves per cylinder while the Bug had just three valves for each of its eight cylinders, all opened and shut by a single camshaft. The Mercedes was supercharged too, an innovation that would not be added to the Bugatti until 1926.

But the car was a disaster. It produced amazing power for a 2-litre four-cylinder motor of that era, (upwards of 125bhp putting it on a par with the best engines of double the capacity without the associated weight penalty), just not for very long.



The car predates Daimler's merger with Benz & Cie Right: note the paint strokes







Its 2-litre engine is clean as a whistle. Left: plenty of dials but none for oil pressure



Centre pedal is the accelerator. Right: attention to detail is exquisite. Opposite: for years it was thought this was the Targa Florio winner



It went to the Indy 500 in '23 and while good enough for as much as 119mph on the straights, none ran as it should, moving Lautenschlager to observe, "The $50,000 which we could have won got stuck in the car's exhaust system and inlet tracts."

Fixing it was job No1 on the to-do list of recently arrived Herr Porsche, who kept the basic configuration of the engine but changed everything else. When he was done the engine had no more power but used a vat less fuel and was faultlessly reliable. He also modified the chassis, widening the track to prepare it for the twists and turns of the Targa. He did something else too, fitting new gear ratios that dropped top speed from almost 120mph to just 75mph, trading the ultimate velocity that would be of use just once on a lap – on the four-and-a-half mile straight that ended each tour – for the raw acceleration needed everywhere else.

And that is the form in which I greet the car today. The restoration is absolutely stunning, and the biggest compliment I can pay it is that the car looks as I'd imagine it would have done a century ago, which means you can see each stroke of the paintbrush as it applied precisely the right hue of linseed-based pigment (sampled from a tiny fragment of carbon-dated original paint found on the fuel tank) entirely by hand. What it does not look like is a car restored to 2024 standards requiring welding goggles just to look at its brilliance. Thanks to that archive, the men and women of Mercedes-Benz Classic know precisely how it should be, and that is how it is.

I climb in over the side by the passenger seat. All the Mercedes carried riding mechanics on the Targa to watch the dials, help if there was a puncture, hand-pump fuel if the electrics died and so on. But there's so little space the passenger seat is actually set well back from the driver's, the only way two people could exist onboard in any comfort at all. Slide across and see what we have here. A splat of black, white and yellow gauges, telling me fuel level and pressure, engine revs, water temperature and, curiously enough, the time. More curiously, there's no measure of oil pressure – Ferdie must

"Herr Porsche kept the basic configuration of the engine but changed everything else"



have been very confident of his motor's strength. The pedals are laid out as you expect from a racing car of this era with the accelerator in the middle and the brake on the right; but there's also a brake lever outside the car which, while it acts upon only the rear shoes and not all four drums as does the pedal, I'm told is the preferred way of slowing the vehicle. Fair enough.

I note fuel lines over the far side of the car and also that they are duplicated and able to be swapped over in seconds, another lesson probably learned the hard way somewhere. But that's about it: retard the ignition on the steering wheel, leave the hand throttle alone, flick on the magneto, give a thumbs up to the bloke with the starting handle, wait while another mechanic makes sure I really have retarded the ignition before I break the thumb or wrist of the poor bloke at the front, get a thumbs up from him, watch him give it a big swing and catch it on the throttle the moment it fires. All easy enough.

The noise, it must be said, is not pretty. Think of some classically howling twin cam, 16-valve motor, a BDR in an Ford Escort on an historic rally stage for instance – now think the opposite. The Porsche-modified 2-litre is rough and angry, not to mention ridiculously sensitive to the throttle pedal. The track we're on at Mercedes-Benz World just next to Brooklands is tight and twisting, the perfect environment for a Targa Florio car, so there seems little left to do but go and drive it.

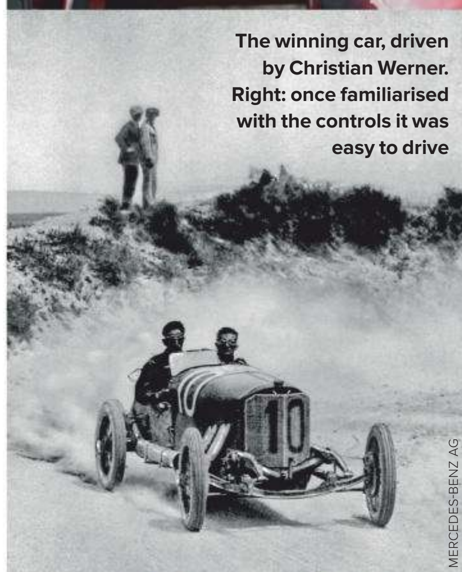
Goodness the gears are short. First is for pulling away, second getting up to speed, third and fourth for staying there. The Mercedes drivers would have done near enough the entire race rowing back and forth between these two ratios and here, in the badlands of Surrey, I'm doing the same.

It's actually quite straightforward to drive as very old race cars often tend to be. Vintage road cars with heavy bodies and vast engines can be complete pigs when it comes to the dark art of changing gear in those pre-synchro times (ask anyone who's driven an 8-litre Bentley and they'll bore you senseless on the subject) because they carry so much inertia and have yawning chasms between their gear ratios yet still need to be expertly timed if they are to be completed without agonised crunching and crashing emanating from the transmission. In the Targa Mercedes so long as you move your hands fast and double dip the clutch on the way up it's pretty





Dietmar Krieger, *left*, and Manfred Oechsle, who worked on the car. Left: the rebuild started in 2022



The winning car, driven by Christian Werner. Right: once familiarised with the controls it was easy to drive

MERCEDES-BENZ AG





MERCEDES 2 LITRE 'TARGA FLORIO'
ENGINE 2 litres, four cylinders
POWER 125bhp-plus with supercharger; 66.5bhp without
MAX SPEED 75mph
TRANSMISSION Four-speed manual
SUSPENSION Front: rigid axle with semi-elliptic springs, friction shock absorbers; rear: rigid axle with underslung semi-elliptic springs, friction shock absorbers
WHEELS/TYRES Wire spoke centre-mounting/765 x 105
WEIGHT 921kg

seamless; coming down you just need to remember how few additional revs are required to be added by your right foot because the gears are so insanely tightly stacked – with that throttle response a brush of the pedal is usually enough.

But actually the joy of this car, and I suspect the reason it did so well in Sicily all those years ago, is that it's just such a delight to fling about. It's light, accurate, nimble and so long as you make sure you get the nose in first, only too pleased to be steered from the rear. If you're pulling the handbrake you do run the danger of running out of limbs because it's not actually possible to use it to slow while downshifting at the same time, but so long as you do it all in an orderly fashion you can trail it in, power it out, slide it about and generally have a great time.

I hope Herren Werner, Lautenschlager and Neubauer had time to chuckle at their good fortunes to be on those roads in such machines, while others struggled to manhandle far larger, heavier, more powerful motors around the island.

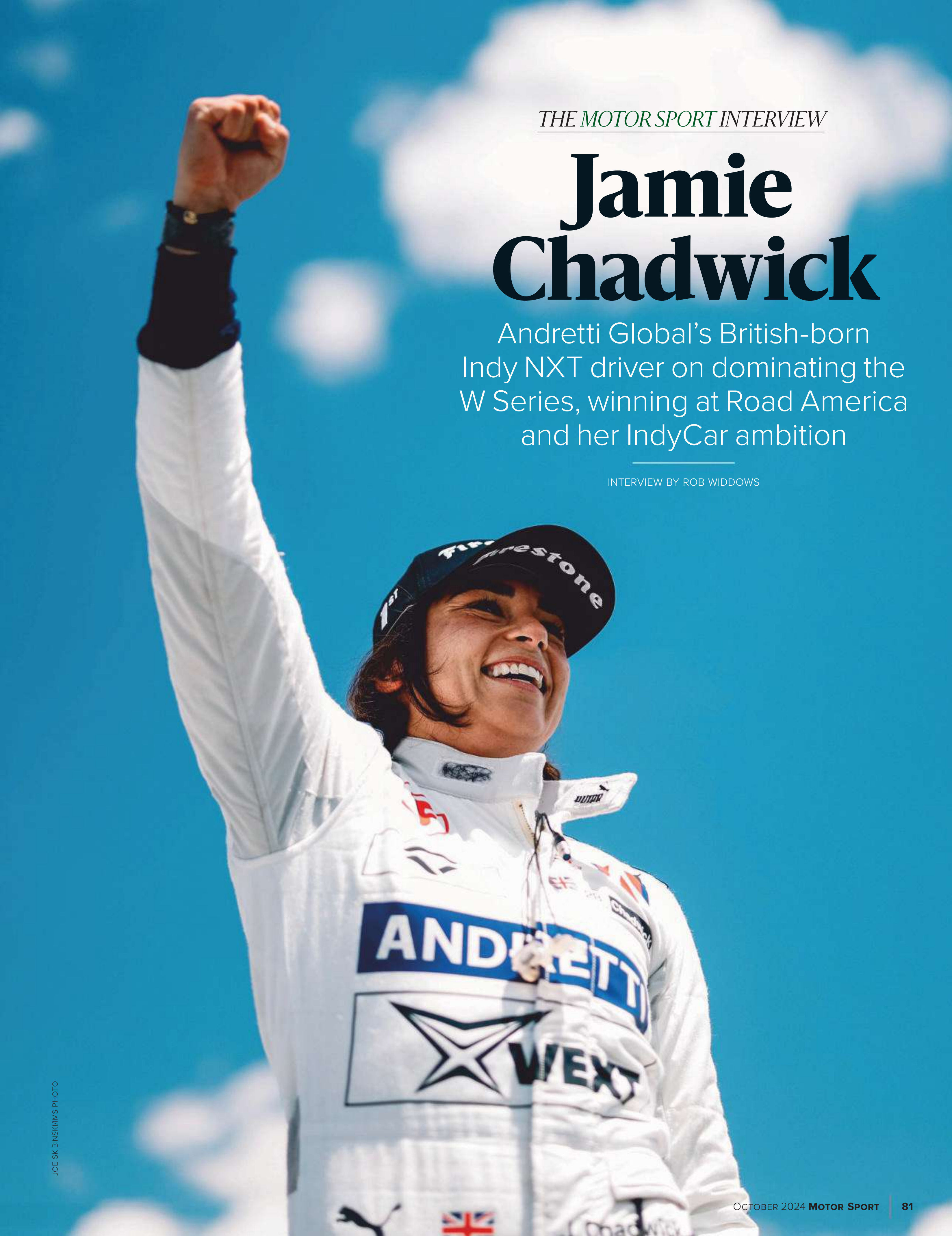
And I hope they laughed even more every time they were cheered on by the crowds, convinced by that red paint they were watching Italian cars come past, for that was indeed its true purpose.

This, then, is a kind of Mercedes racing car you don't hear about much these days: the really early cars were monsters because that's the only way you could get any speed out of them, then shortly after the merger with Benz, monsters they became once more. Between these two vast pillars sat the Targa Florio, obscured from sight for a century, but now back, and in the rudest of health. How wonderful it has been to make it acquaintance and learn a little more about its extraordinary story.



"The joy of this car, and I suspect the reason it did so well, is that it's a delight to fling about"





JOE SKIBINSKI/IMS PHOTO

THE MOTOR SPORT INTERVIEW

Jamie Chadwick

Andretti Global's British-born Indy NXT driver on dominating the W Series, winning at Road America and her IndyCar ambition

INTERVIEW BY ROB WIDDOWS

Jamie Chadwick, triple W Series champion, has been racing since she was 11 years old, starting in karts and moving to Ginetta Juniors in 2013 having turned down a trial with the England hockey team. In 2015 she was GT4 champion in the British GT Championship, the youngest ever winner. Three years later she became MRF Challenge champion in Asia.

She began collecting points for her FIA Super Licence in the F3 Asian series and in late 2022 Andretti Global signed her up for their Indy NXT team where she is now in her second season and making headlines with a victory at Road America, the first woman in the series to take pole and a win on a road course. She's aiming to move up to IndyCar and at the end of September will test the Andretti IndyCar for the first time. She is also now the F1 Academy adviser for the Williams F1 team.

Chadwick accepts that being a standard-bearer for women in motor racing is part of the job, although you get the sense that she would prefer to simply let her driving do the talking. *Motor Sport* caught up with her ahead of the Indy NXT race at Mid-Ohio - where she scored another top 10 result. The Indy NXT season finale is on September 15.

Motor Sport: ***Let's focus on your second season in Indy NXT with Andretti Global. You made headlines as the first woman to win a race there since 2010, starting from pole and leading every lap. Are you getting to grips with the cars and the circuits now?***

JC: Well… we're getting there, we've had a couple of really good races but some races have got away from us. I went into this year with the goal of winning a race and, now that weight is off, I believe we can be up there. It took time to sink in. I had to watch it back. Sometimes you've done it and you still don't feel like it was real. When I look at the season so far [after nine rounds of the championship], I do think we deserve to be fighting more consistently at the sharper end. The way the series pans out this year there are a lot of oval tracks coming towards the end of the season. They're a big component of the racing here, and another challenge which is new to me. So yes it's going well, better than last year, but there are still a lot of things I need to get right before I can put a marker down on the series.

Are those ovals intimidating for a driver coming from Europe and racing close to the barriers at high speeds?

JC: They can be, yes, but what's nice is that you're getting a lot of experience in a lower-powered car before turning up at the Indy 500 as a rookie. So that helps before, hopefully, moving up to IndyCar. A lot of the ovals we race are the shorter ones, so the speeds are lower and the style and the technique are a bit different from what you will have on the superspeedways. We have our first superspeedway at Nashville this year so that will more accurately replicate the experience you will have in IndyCar at tracks like Texas and Indy. It's a challenge, yes, but I enjoy that. Ovals are a different skill set, but you learn a lot and it's good that I can prepare for the big speedways in Indy NXT before the step up to IndyCar.

We go to the Iowa Speedway next which is just 0.875 of a mile and fast laps in around 18sec. They call it the world's fastest short track. Another challenge.

> "The level of competition is different from what I've had before"

How much help and advice have you been given to help you manage these challenges?

JC: Quite a lot actually but in the end you just have to go out there and prove yourself. The car is a big factor on the short ovals, and you can dictate the direction in which you take the car in terms of set-up, and how you drive it, and a lot of that you have to learn yourself. Having said that, it has been really helpful to have had Michael Andretti there last year on the ovals, leaning into the cockpit, talking to me in the car. When you have someone like that, who knows the ovals better than most, it definitely helps.

You dominated the W Series, winning three titles between 2019 and 2022, and before that you'd already won the MRF championship and won the GT4 class in the British GT series in 2015 as a teenager. How does it feel not to be on the podium all the time?

JC: Different obviously but, honestly, Indy NXT has been a really nice new challenge. It's given me something to work for, and it's really taken me somewhere where I hadn't been for a while and that's a positive thing. It's not just the racing, it's also the 'social pressure' in a series that has such a big audience, on TV, at the tracks, on social media, and the level of competition I'm experiencing now is different too from what I've had before.

Last year it was tough at the beginning, but I knew what the level was going to be. I knew what I needed to do, and how to get there, but it took time to do that. I just love that challenge. There's no more rewarding feeling than going from somewhere you don't want to be, working hard at it, and then achieving what you set out to achieve. That's the motivation for me. We've had two top-five finishes and five top-10 results [six top-10s



A season's aim accomplished for Jamie Chadwick – a win, at Wisconsin's Road America

JOE SKIBINSKI/IMS PHOTO, GETTY IMAGES



Chadwick has close ties with Williams, becoming its racing driver & F1 Academy adviser for '24



Now in her second Indy NXT season, Chadwick, 26, is enjoying life in the US – and looks likely to stay



You'll spot the Union Jack on Chadwick's outfit; fellow Brit Louis Foster is also part of the Andretti team

after Mid-Ohio; Chadwick finished seventh], the win at Road America, and we're running sixth in the championship [sitting fifth as we went to press].

A lot of drivers from Europe who go to race in America never come back. They like the racing, the lifestyle, the opportunities. How different is the racing scene over there compared to Europe?

JC: It is different, yes, and I love the racing. I'm really enjoying the whole IndyCar scene. It's a lot of fun, the culture is very different, everyone loves their racing here, so you get a lot of support from the fans. Being in America has been enjoyable for me because I've had the chance to go to places and tracks that I never would have been able to experience without this opportunity. So, just from a life point of view, it's all been fun and exciting. From a career point of view I'm not yet totally sure but I know a lot of people have come over here and stayed, and I can see why they've done that. I get that entirely, and the opportunities drivers have here are huge. Now I'm on a very similar focused pathway and wanting to achieve the same opportunities, so yes I can see it's good, career-wise, from that point of view.



Advice from Michael Andretti has helped Chadwick adapt to the tracks in the States

"We have a lot of oval races coming up so there's pressure to perform"

OK, so what now is the immediate ambition having had a good season thus far? Are you set on the idea of moving up to IndyCar from here?

JC: It's just too early to talk about that and one victory doesn't guarantee anything. We have a lot of oval races coming up in the rest of the year so there's a lot of pressure on me to make sure we can perform well enough to justify a move up to IndyCar. All the top drivers want to move up, the rookies are very competitive, and there are more Europeans coming over, so there is still a lot for me to achieve before I can justify going further into IndyCar. It is, however, very much the goal and the focus, so let's see how the rest of the season goes. There's pressure on me now to perform but Andretti Global has been massively supportive and I've learnt how to be more relaxed, and not let it get to me. I'd like to have a base here. There's a lot of travelling and I'm spending most of my time away from the races in hotels and Airbnbs.

At Laguna Seca, one of the great tracks, the field was incredibly evenly matched, a train of cars from which it was tough to make a break. That kind of close competition must be another challenge of Indy NXT?

JC: A wonderful circuit, yes, and we did two races there on the same weekend, both top-10 results for us, but we haven't been as good at moving through the pack as some of the other drivers. In the second race it was better, moving forward through the field for sixth place, being smarter with the push-to-pass facility, making the difference that takes you forward. It's been frustrating. We need to get better at it, but it's all stuff I'm still learning and I'm enjoying the battles, the close racing, and we're getting there.

There are some great old-school tracks on the calendar. Road America, Mid-Ohio and Laguna as just three highlights. Are you enjoying these places that are so different to the open spaces of most European tracks?

JC: Yeah, I agree, these places are amazing, such awesome race tracks. I think if Formula 1 came to Laguna Seca, for example, it would just be incredibly spectacular. We are spoilt here. These are the best tracks I've ever driven, but there's not much room for any mistakes so they are very challenging, with a lot of undulation, high-speed corners, and very physical. This is all part of the character of the sport here and it's one of the reasons why so many of the drivers love to come and race here.

The elephant in the room is always this 'first-woman' thing, the ever-present subject of being a woman in what has been traditionally a man's world. The Audi Sport engineer Leena Gade told me she gets fed-up with it but it never goes away.

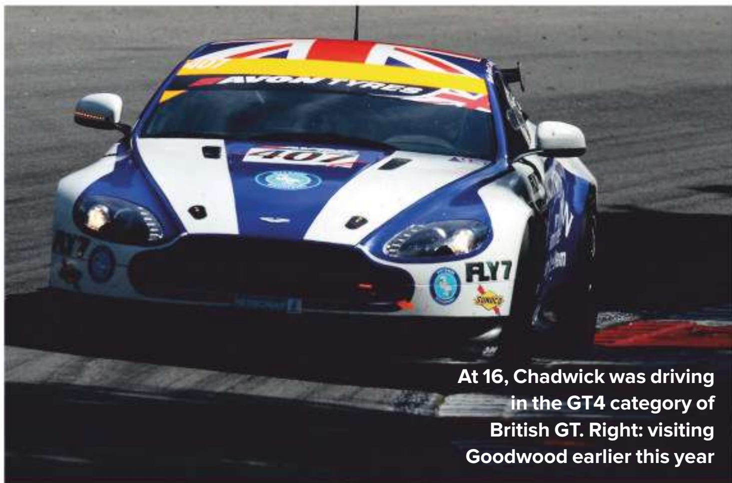
JC: Yeah, that's right, and I do hate this 'first woman to win' chat, or whatever, like after my win at Road America, because for me it's such a negative thing. All it proves is that there haven't been many women doing what I'm doing now and that's not a good thing, and not something we should be proud of. At the same time it's interesting and exciting because it shines a light on all the desire the sport now has to see more women getting involved and competing.

There's a lot of initiative out there, a lot of things we are doing to encourage more women into the sport, and ultimately to



One of the characteristics of Indy NXT is close racing; moving up the field is a work in progress

JOE SKIBINSKI/IMS PHOTO



At 16, Chadwick was driving in the GT4 category of British GT. Right: visiting Goodwood earlier this year



More success – Asia's MRF Challenge 2018-19; she won six of 15 races and was the first female winner of the series



get them to the top level. So that's the really positive thing to come from all the chat. I think it will fuel the role-model culture that we're fostering and will encourage more young girls to turn on their TVs at home to see women competing in motor racing. They will realise there are opportunities out there and ultimately try it for themselves, find their way into the sport in one way or another.

Did the W Series achieve what it set out to do and is the new F1 Academy the way forward from here?

JC: From a personal point of view I think W Series succeeded in that I wouldn't be talking to you today in my Andretti shirt ahead of practice at Mid-Ohio if I hadn't had that experience, that success. I would not be racing at all so in that sense it gave me, and many other drivers, a huge opportunity. The new F1 Academy has similar principles and ambitions in place and is a little bit ahead of W Series because of the relationship it has with the Formula 1 teams – but there's still quite a long way to go before really finding the best pathway for a female driver to go into Formula 1 solely on merit. The next challenge for the Academy is how we get more women into Formula 3 and Formula 2 because that's where all the best young drivers are coming from. So it's now all about how we get to the point where they are coming up from those two categories to make their way to Formula 1.

Hybrid has finally arrived in IndyCar. What is Andretti, and the other teams and drivers, saying about this new development?

JC: There are still a lot of unknowns going into a new era. There's been a lot of testing, mainly on the ovals, but it's hard to know if it might favour some teams more than others. Most people reckon this is a pretty cool new direction and evolution for Indycars. It's very positive. The more IndyCar develops and evolves will be good for the sport I think. The fans are still going to see a great race, there will still be plenty of noise and drama, and there will still be lots of opportunities to win for teams and drivers who get the strategy right. It's unpredictable; that's the beauty of IndyCar.

> "The next challenge is how we get more women into F3 and F2"

You raced at the Goodwood Members' Meeting in April. Is that something you'd like to do when the IndyCar calendar allows?

JC: I loved the event. It's a lot of fun, and the first time I'd driven the Goodwood circuit. I was out in two very different cars, a 1965 Ford Mustang – that was a bit of handful – and a Rover SD1, which was a bit more compliant. It's amazing how hard they race these historic cars, really ragging it, and it was great that we were all using sustainable fuel which is a fantastic new direction. It was just so cool to be racing with people I've always looked up to and admired but had never imagined I'd be out there with all those big names from the sport. So yeah, it was a great experience."

LIBBY BURKE WILDE, GETTY IMAGES, MRF

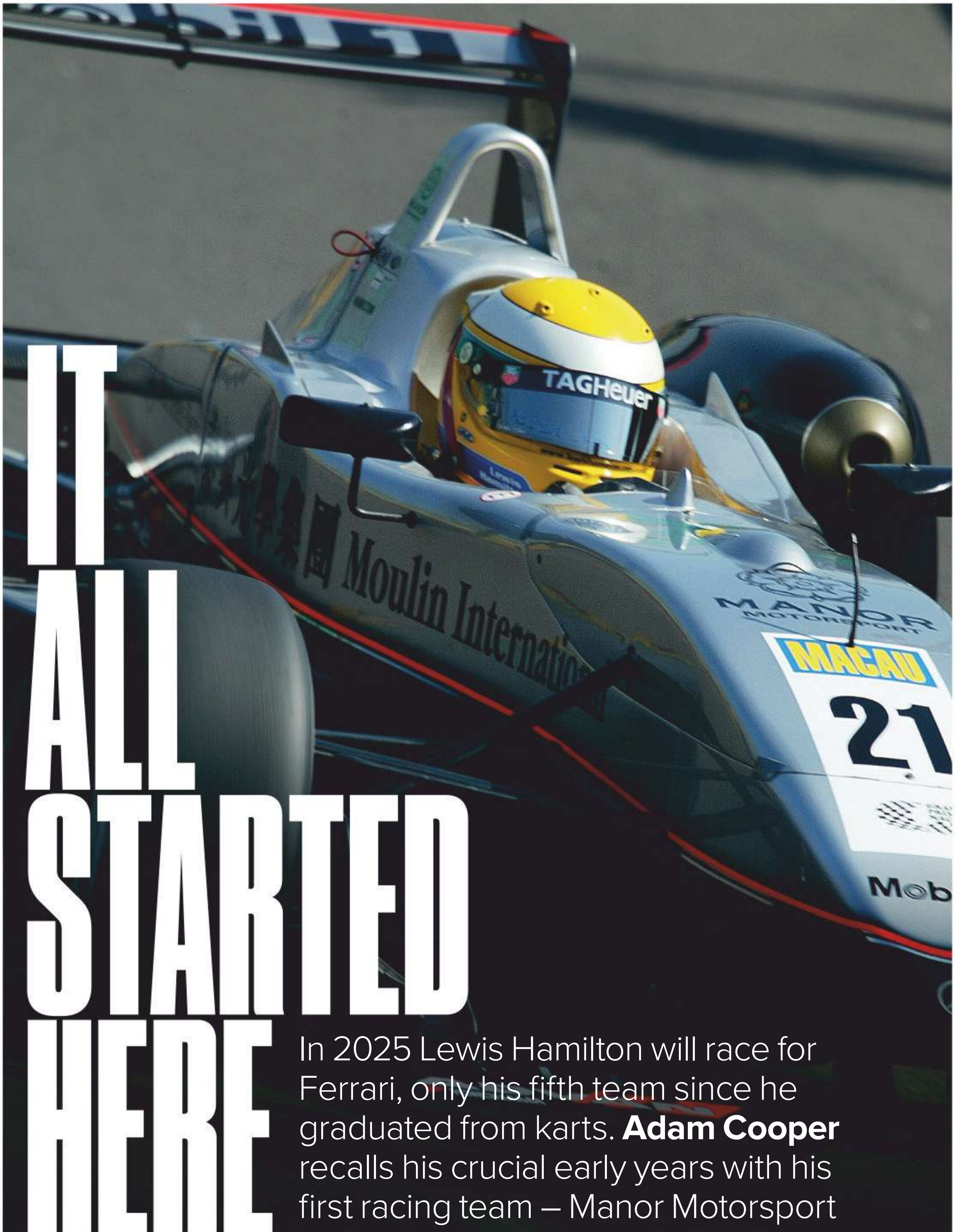


At the front – Chadwick usually was – of the W Series, which she won three times



Chadwick is central among the W Series 2020 line-up of drivers, but the Covid pandemic ended the season before it started


ADVAN
YOKOHAMA



SOUTH CHINA MORNING POST VIA GETTY IMAGES

IT ALL STARTED HERE

In 2025 Lewis Hamilton will race for Ferrari, only his fifth team since he graduated from karts. **Adam Cooper** recalls his crucial early years with his first racing team – Manor Motorsport

October 17, 2001, a chilly Wednesday at Mallory Park. It's a routine test day for the Manor Motorsport Formula Renault team, which for the umpteenth time is giving a first ever car outing to a rising star of the karting world.



Mallory Park signing-on ticket. The date is October 17, 2001, and the name… L Hamilton

Team boss John Booth doesn't have time to follow the junior ranks closely, and he has never previously heard of the driver strapped into the white and blue Tatuus. However, he knows that the 16-year-old has some momentum behind him given that the test – along with a four-race winter series programme that will follow – has been arranged and paid for by McLaren.

The Tatuus is up to competitive speeds surprisingly quickly, and that catches Booth's attention. But then the session is red-flagged – the Manor machine is in the tyre wall at Gerards. The mechanics spend a few hours repairing the tangled rear end, and the youngster is given a second chance at the end of the day.

Booth has seen a lot of hotshoes in his time both as a driver and team boss. Indeed, just the previous year Manor had done such a good job of mentoring Kimi Räikkönen that the Finn was propelled straight into an F1 seat with Sauber.

Despite the crash Booth is quietly impressed by the teenager's confident approach and demeanour, not to mention pace. This Lewis Hamilton, he concludes, will be worth watching.

Almost 23 years later, that day at Mallory has no doubt receded deep into the memory banks of a man who has won seven world championships and established himself as one of the all-time greats, and yet rarely has much interest in talking about his past.

It was all kick-started by the three-and-a-bit years that he spent with Manor – the first of only four racing teams that Hamilton has driven for in his career to date. Hamilton was only 13 when in 1998 he was signed up by McLaren boss Ron Dennis after famously having the nerve to introduce himself at the *Autosport* Awards a few years earlier. The F1 team backed him as he progressed through the karting ranks into Intercontinental A and Formula A, winning the 2000 European and world titles as team-mate to Nico Rosberg in the latter class. A disappointing 2001 in Formula Super A – his MBM team was developing its own chassis – didn't dilute McLaren's enthusiasm.

Before the end of the year plans were made for a graduation to cars. McLaren managing director Martin Whitmarsh, perhaps encouraged by the fact that recent signing Räikkönen had raced for Manor in 2000, did the deal.

"We were in conversation with Martin on a separate matter altogether," Booth recalls. "And during that conversation he said, 'We've got a young karting lad we would like to give a test if possible.' Incredibly, I didn't follow karting very much. I actually had no idea who he was…"

Plans soon came together for the October outing at Mallory Park, where Manor driver coach Marc Hynes gave the youngster some tips.

"You've got to bear in mind that this guy had never driven a car before, even a road car," recalls then Manor team manager Tony Shaw. "I remember Marc having to drive him around and teach him how a clutch worked! It was really in at the deep end





Lewis Hamilton's commitment was apparent in his first single-seater drives in 2001. Right, *from left*: Tony Shaw, Hamilton and John Booth

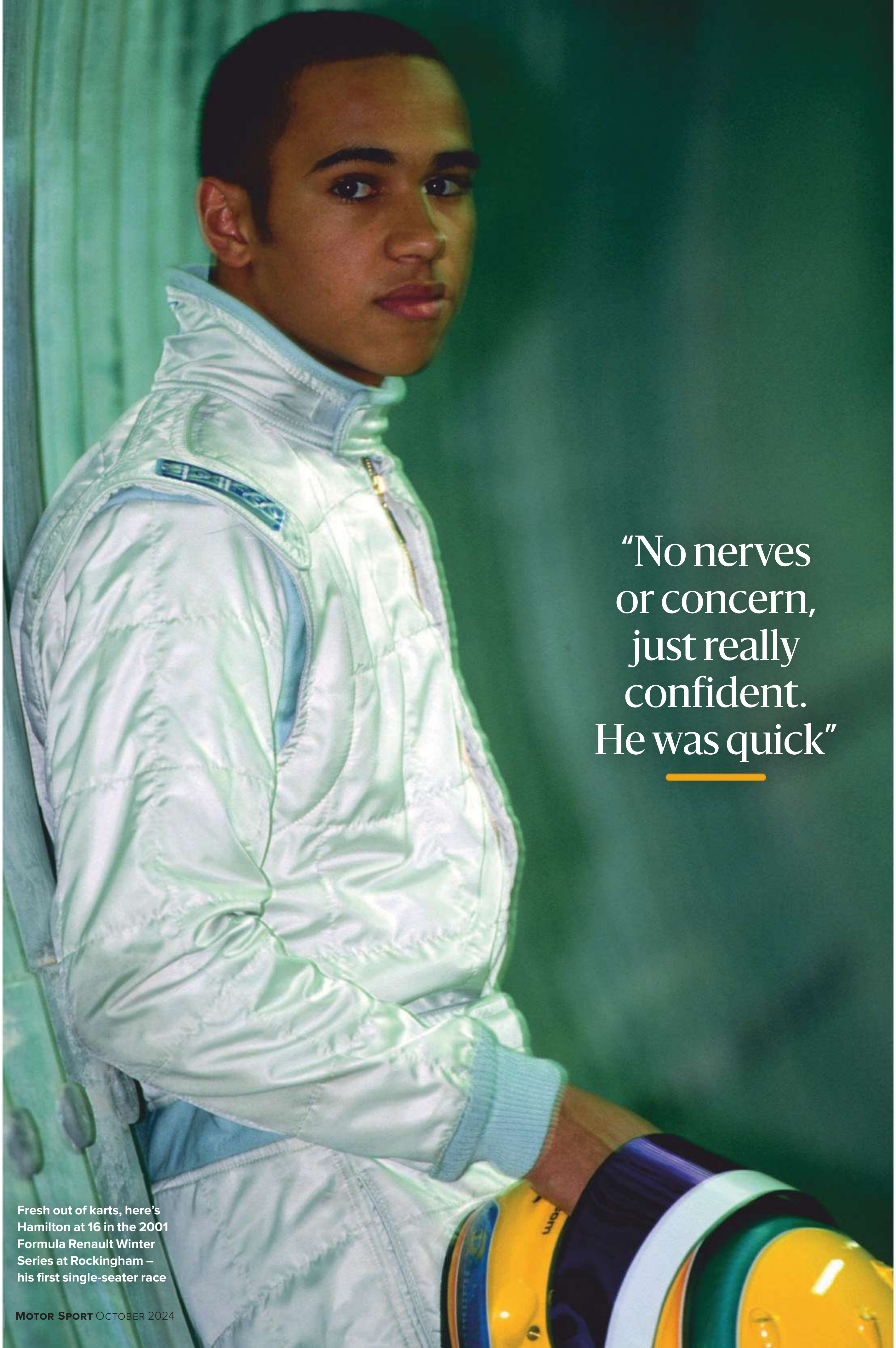


In 2003, Hamilton was unstoppable in FRenault – here at Snetterton. Below: four rounds in '03 were held at Donington, with Lewis winning three



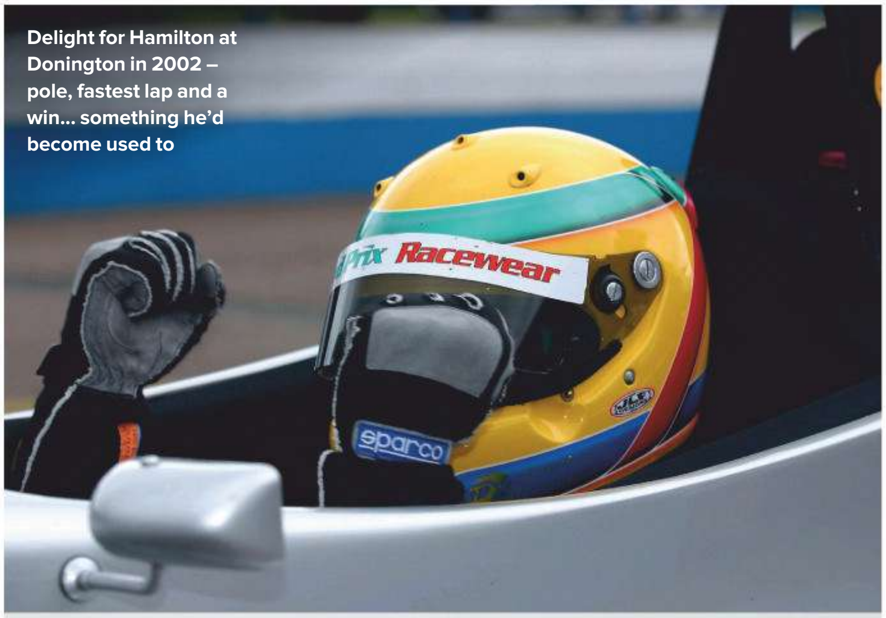
"You've got to bear in mind that this guy had never driven a car before, even a road car"

JAKOB EBREY, McNEIL/SUTTON, MANOR



“No nerves or concern, just really confident. He was quick”

Fresh out of karts, here’s Hamilton at 16 in the 2001 Formula Renault Winter Series at Rockingham – his first single-seater race



Delight for Hamilton at Donington in 2002 – pole, fastest lap and a win... something he'd become used to



FRenault season opener at Snetterton, 2003, *from left*: Hamilton, Manor's driver coach Marc Hynes and Fortec owner Richard Dutton



By the time FRenault returned to Snetterton for Round 8 in August, Hamilton had won five out of the last six races

JONES/McNEIL/SUTTON

for him, especially using the gear lever and all that sort of stuff.

"You could tell straight away he wasn't scared of it. It was a fairly bumpy experience at Mallory, especially into the first corner – there was a big old jump into there that set the car leaping about a bit."

"I said first time round, 'Bloody hell this lad is confident!'" says Booth. "He wasn't flat into Gerards, but he was bloody on it, really on it. For somebody who hadn't really driven a road car or a gearbox kart, his gear changes were spot-on. Unfortunately he then lost it, and took the back of the car off.

"We set about rebuilding it, and it took the best part of the day to get everything back together. I think we got him out for the last hour, and the very first lap, he was right on it again. No nerves or concerns, just really confident and right back on it. The guy was bloody quick."

After further testing at Snetterton was hampered by an engine issue Hamilton made his race debut in a winter series double-header at Rockingham on November 11. Lewis would recall the shock of his debut in his only book, 2007's *Lewis Hamilton: My Story*: "In karting I was a king, but now I was back to basics. It was so aggressive on that first lap it was unreal, and I was like, 'I'm going to have to pull my finger out!'"

He finished fourth in the day's second race. At Donington a week later he surprised Hynes during a chat on the grid by suggesting that he could overtake at the Old Hairpin, not a conventional passing place. However it worked, and more than once. His learning curve continued with a grassy off at the chicane in race one, while he was fifth after a last lap moment in the second.

Hamilton had quickly formed a bond with Hynes, who had won the British F3 title – beating Luciano Burti and Jenson Button – just a couple of years earlier. Hynes would play a huge role in teaching him the intricacies of racing cars, focusing for example on how to brake for hairpins by tracing one out in the paddock and demonstrating on foot how to do it.

"Marc has good eyes," says Booth. "It's the preparation and how you conduct yourself as much as the driving with Marc."

Hamilton still had much to learn at the start of his first full season in 2002, when he was up against drivers with more experience. And at McLaren's insistence he had to juggle his racing with school. He logged a couple of podiums in the early



Hamilton leads on the final lap at Silverstone in 2003; fast forward 21 years and he's still winning here

races before a landmark maiden win from pole at Thruxton in June.

"He was really starting to be properly impressive from just prior to mid-season onwards," says Shaw. "He was hard-working. I think the balance was quite right with him, in that he focused when he needed to, and he switched off when he needed to as well."

Hamilton added further successes at Brands and Donington later in the season to claim third place, and top rookie, in the final standings. He also gained extra experience against stronger continental opposition with forays to Spa, Imola and Estoril, while also winning a Euro round at Donington.

"You're straight in at such a young age," says Booth. "It's not a big step speedwise from karts to cars, but there are a lot of awareness differences, how big they are, people around you, and using mirrors and things like that. He adapted pretty well. I remember there wasn't a lot of pressure from McLaren, but they obviously wanted to know what was happening."

Lewis's father, Anthony Hamilton, wanted Lewis to move straight into F3 in 2003, but Whitmarsh insisted on a second year in Renault. Expectations were high.

"Lewis was quickest at every winter test," says Booth. "Sometimes by half a second or more. We thought he was going to absolutely monster the championship. The first couple of races didn't go according to plan, but we had a podium or two."

Shaw recalls that Hamilton was often reluctant to change a set-up he liked to make the most of new tyres in qualifying, which was standard practice in the category, although he was still getting poles: "I do remember having a little bit of a sit down and chat, 'We need to let the boys do their job. You do the driving.' He was finding his way, and he probably needed to make those mistakes to understand things for the future."

Eventually everything came together. "At Silverstone he was running fourth or fifth, and it started raining halfway through," says Booth. "And he just went through and won the race with slicks on a damp track. I think it was a turning point for him, for his confidence. We had every pole and won every race we entered after that."

One success at Croft stood out, as Booth recalls: "The bolt sheared off the base of



"He went through and won the race with slicks on a damp track. It was a turning point"

JAKOB EBREY

the damper, so he was basically running with three dampers."

"He got used to it for a lap or two," says Shaw. "And then he pulled away and won the race by a gap. He just sorted it out and drove it. He didn't know what was wrong with it. He didn't stop, and we weren't going to stop him…"

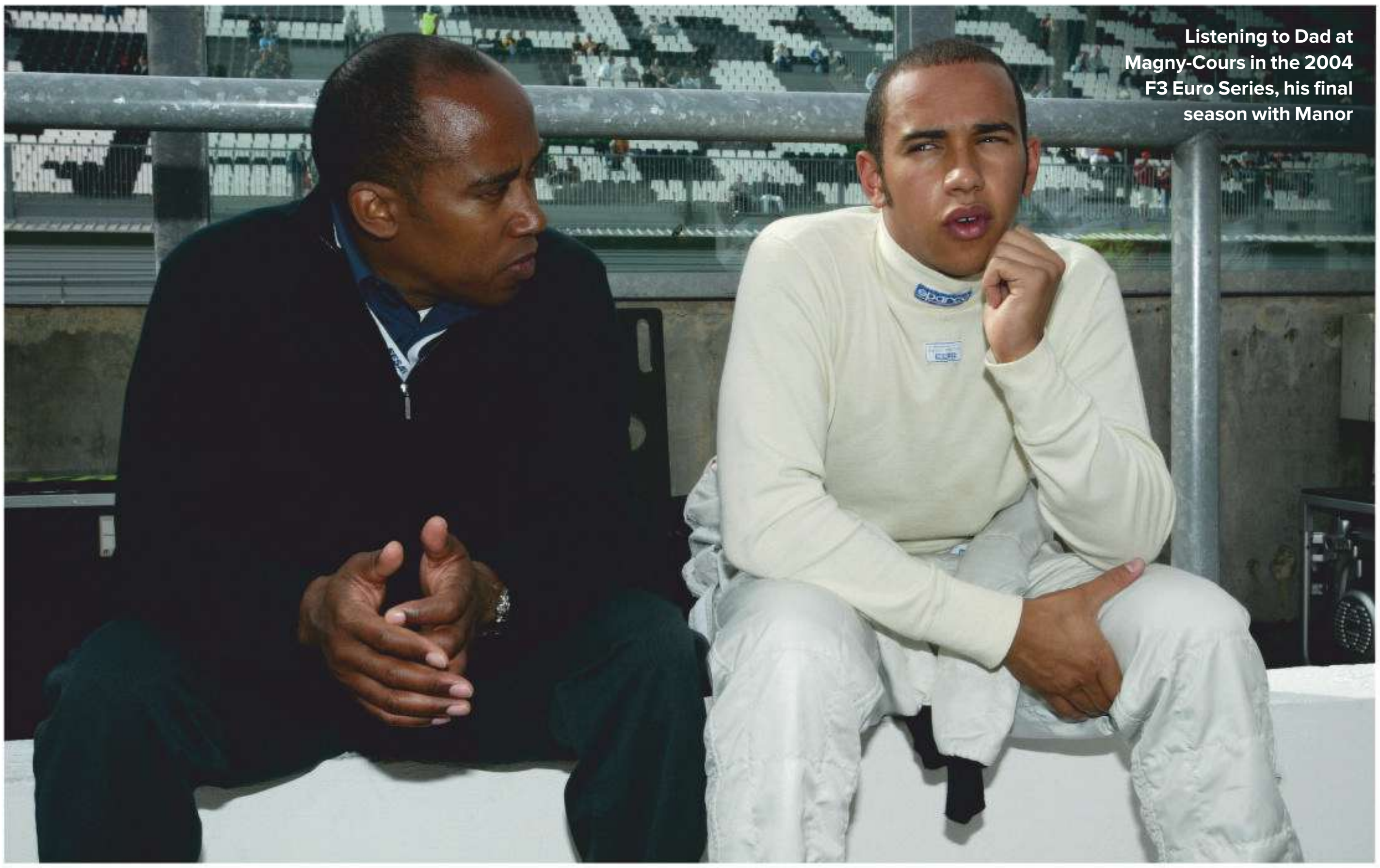
"I was down at McLaren the week after," says Booth. "I was in Martin's office, explaining what had happened. And Ron Dennis came in and I was trying to explain how well Lewis had driven on three dampers. And all Ron was interested in was what grade was the bolt? Was it single shear? He wasn't impressed by the drive at all. And he wasn't impressed with our inability to keep a bloody car going!"

Having wrapped up the Renault UK title early Hamilton graduated to Manor's F3 team at the end of the year. On his debut at Brands he was quick but became caught up in someone else's shunt, before impressing at Macau and taking a stunning pole at the Korean season closer.

For 2004 McLaren decided to put Hamilton in the F3 Euro Series, which was also new ground for Manor. "Obviously we had to have Mercedes engines," says Booth. "We wanted to run in the British championship, because it was what we knew – our bread and butter. But Mercedes only supplied engines for the Euro Series, so that's why we finished up there."

It was to be a difficult year for Hamilton, who would finish a disappointing fifth in the standings in a series dominated by Fred Vasseur's ASM outfit. "We were up against some pretty good teams," says Booth. "The tyre was new to us, and so was the championship. It was hard going at stages.

"I think the last official test before the first race was at Hockenheim, and Lewis had a monster shunt coming back into the stadium. That might have rattled him a little bit as well. It was a tough year. We only had one win, at Norisring. We weren't as quick as we should have been, there's no doubt about that. And I think Lewis knew where he wanted to be on the grid, and sometimes we couldn't provide that for him. It became tricky at times."



Listening to Dad at Magny-Cours in the 2004 F3 Euro Series, his final season with Manor

"Lewis and his father wanted to go to the GP2 series. I wanted him to do a second year of F3"

In the background Hamilton was also having issues with McLaren. The two sides had different views on what to do in 2005.

"Lewis and his father wanted to go the new GP2 series," says Whitmarsh. "I disagreed, and wanted him to do a second year of F3, to win and dominate the championship. I felt that the pressure of being the favourite, and not a rookie, would be good for him. They strongly disagreed and I released them from our contract."

Hamilton went to the F3 season closers in Macau and Bahrain with that weight on his shoulders, and no McLaren funding. With last-minute sponsorship from his then girlfriend's father he was super-fast on his second visit to the street track, winning the first race, but the main event ended in the Lisboa barriers in tandem with his old karting team-mate Rosberg.

He had one last chance to save his season, while Hamilton Sr focused on getting something together for 2005. "I think there were some distractions going on there," says Booth. "Anthony had to go back home because the contract was out. It really bubbled up between Macau and Bahrain. I think that was on Lewis's mind the whole weekend in Bahrain, and it must have been pretty tough for him."

Manor subsidised the Bahrain race, and Hamilton repaid the team's faith. "He went off and damaged the floor, and qualified 22nd," says Booth. "In the qualifying race he got up to 11th, and then in the main one he got up to third, which was outstanding. Then there was a safety car right at the end, and when it came in, he did Jamie Green and Nico."

Not long after that impressive win there was a reunion with McLaren, although the Hamiltons had to compromise on their GP2 ambitions. "Very fortunately for me they returned a few weeks later and we reinstated the deal," says Whitmarsh. "I still insisted on another year of F3, but to allow everyone to win – except poor John, that is – I did a deal with Fred Vasseur."

The Manor chapter of Hamilton's career was over, but Booth was philosophical about it. "Anybody at the end of that season would want to go to Fred," he says. "We weren't at that level that year. I don't blame them. It was the logical thing to do."

Whitmarsh's plan worked. Hamilton won the 2005 F3 Euro Series with ASM, and went on to do the same with sister outfit ART in GP2 in 2006. The following year he was propelled into F1 at McLaren. In 2025 Hamilton will be reunited with Vasseur at Ferrari, and he'll have Marc Hynes, now his business manager, alongside him.

Before that, we caught up with him to ask about his memories of Manor. "That was the early days," Lewis laughs. "They gave me my opportunity to get into a car, and I think they were very supportive. John made a good cup of tea! And Marc has always been a good friend for me. He would go around the track and pinpoint areas that could be improved, and race driver kind of etiquette, or work ethics. He was really great."



FRÉDÉRIC LE FLOC'H/DPPI, CAPILITAN/SUTTON

Hamilton earnt pole for the 2004 Macau GP ahead of Nico Rosberg but both were involved in a collision on lap two; Lewis finished 14th


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2024
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HISTORY... IN A MANOR OF SPEAKING

Lewis Hamilton's championship-winning Formula Renault Tatuus from 2003 is once again in track-ready condition. **Damien Smith** meets the men behind its rebuild

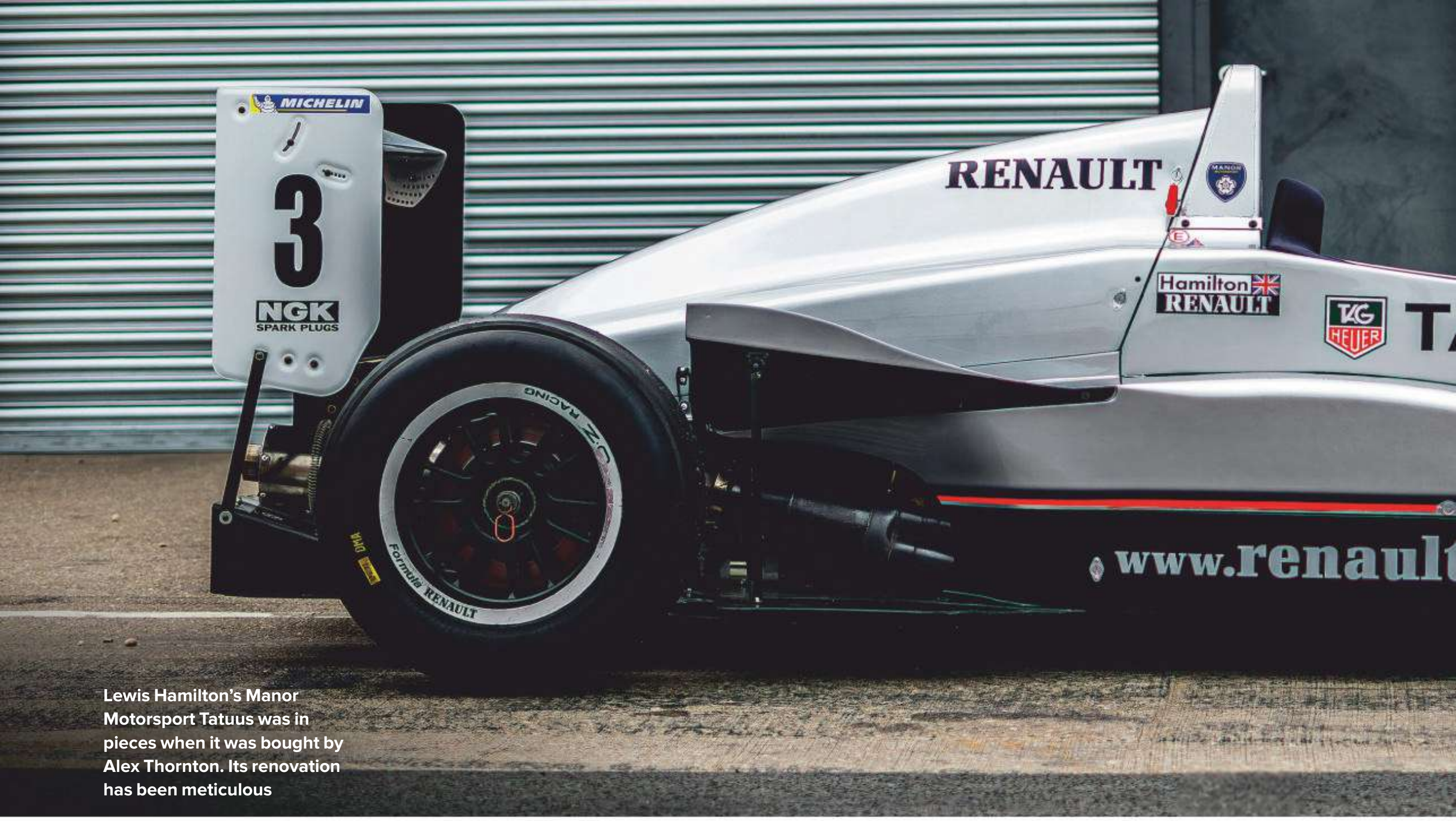
PHOTOGRAPHY: ASHLEY DAWSON

One-make junior single-seaters from the past couple of decades don't seem particularly collectible. They hardly make the heart beat a little faster like, say, a mid-70s Formula Atlantic or F3. Then again, proof of who drove one changes everything. If a superstar in their formative years sat here, suddenly the mundane becomes desirable.



JAKOB EBREY

That's surely the case with this, a Tatuus 2-litre Formula Renault from the early years of the new millennium. This 'silver dream racer' was run by long-time Formula Renault top dog Manor Motorsport – and a young lad with a big reputation from karting used it to win his first championship in car racing. Lewis Hamilton sat here in 2003, when he claimed 10 wins and seven pole positions from 15 races to become



Lewis Hamilton's Manor Motorsport Tatuus was in pieces when it was bought by Alex Thornton. Its renovation has been meticulous

the Formula Renault UK champion in his second full season in the slicks-and-wings proving ground. That's why Alex Thornton bought it, and why he commissioned single-seater specialist Nick Edginton – who openly admits cars from earlier eras are what really raises his pulse – to carry out a full and painstaking restoration.

Hamilton's FRenault now rides again and was shaken down earlier this year at Donington Park, with experienced hand Lee Cunningham at the wheel. Just a Formula Renault? Not in this case. Given its place in the canon of one of the all-time greats, this is history.

Thornton runs a company called Pit Lane Spares, which sources and supplies parts for all sorts of 'newly old' modern-era historics. So he's in the business, which is how he discovered this car. He's also close in age to Hamilton – and a fan.

"Lewis is so inspiring, on so many levels," says Thornton on why he bought the Tatuus. "I love the way he keeps going, no matter what. Look at his background. Working in the industry, I know how expensive it is to go through the ranks, and he hasn't come from the same background as many. But he never saw it as a restriction. The same with his ethnicity, and now of his age. Also, above all, Lewis is an incredibly fair racer. He is an absolute professional in the way he conducts himself on and off the track and he really seems to understand the responsibility he carries as a role model to kids."

Thornton spotted the car on a visit to Manor's premises when he was buying parts from its short-lived LMP programme. "At the back of a stores room there was one single-seater chassis and I asked what it was," he says. "It was Lewis's old car. Apparently it had been under the stairs for years in the old Manor building and they planned a restoration. They'd restored Kimi Räikkönen's car" – the Finn was a Manor FRenault champion in 2000, before his amazing leap straight to Sauber and F1 in 2001 – "but never got around to Lewis's. I said, 'Please sell me that car.' They reckoned [Manor founder] John Booth would never sell, but I kept pestering for a couple of years, until one day I got a call. They needed the space, so I was able to buy it. It was in a massive load of parts, still in the remnants of its old TAG livery. Prior to that it had been lent to a university so the students could look at how these things went together."

> "Lewis is so inspiring on many levels. I love the way he keeps going"

Preserving cars for posterity is hardly a priority for gritty, unsentimental junior single-seater teams. So how come this one remained in 'Hamilton spec' rather than racing on with other drivers after 2003? There's some tell-tale chassis evidence to answer that one. "Manor went to Hockenheim to race in a German FRenault round that year and found the spec of the German cars was different," says Thornton. "So they had to start from the back of the grid. It sounds like a bit of a panicked weekend. I believe there was an accident and the car sustained damage. When we got the car it was clear it had been hastily repaired overnight between the Saturday and Sunday. We wanted to repair it and make it lovely, but leave some evidence of that damage because it's part of the history. After that, they must have used a new chassis for the rest of the season, so there must be another one of these cars somewhere. That's why it was kept aside as Lewis's car."

Thornton met Edginton "by chance" through their businesses and was impressed by his "absolute perfectionism" on restorations. Edginton sourced a period engine and set to work on what was a surprisingly laborious process for such a recent and common car. "Tatuus made something like 2500 cars, which I was surprised about," he says. "Some have been crashed and disappeared but many are in use around the world. There was a chassis upgrade in around 2006 so nobody wanted the old bodywork which helped. I had

JAKOB EBREY



2003 TATUUS FORMULA RENAULT
ENGINE 2-litre Renault Sport F4R FS in-line four-cylinder, naturally aspirated **CHASSIS** Carbon-fibre monocoque **POWER** 210bhp **MAX SPEED** 150mph **0-100mph** 4.6sec **TRANSMISSION** Sadev six-speed, sequential gearbox **WEIGHT** 490kg





Hamilton dominated Formula Renault in 2003. Left: 2004 Macau Grand Prix trophy, won by Lewis







From left: 2-litre Renault engine; Donington shakedown; as held by the seven-time world champion



Owner Alex Thornton, *left*, with single-seater renovation expert Nick Edginton

a breakthrough in sourcing the original bodywork, the chassis was in good shape, it still had original stickers and we were able to match the paint perfectly."

He also had to undo some of the 'mods' made by the university students. "It had been lent to be used as a simulator," says Nick. "The upright hub flanges had been made out of plastic, as a project I suppose. The dashboard looked good from a distance, but it turns out it had been digitally printed and was also a large lump of plastic!"

Edginton's lack of interest in the one-make era is irrelevant. "The challenge is to restore the car because it's a piece of motor-racing history, which I think is important," he says. "It needs to be persevered, maintained and looked after. There aren't many drivers who have raced in Formula Renault that you'd go to the effort of restoring a car. The motivation was that it was done right."

So now what? The car was recently on display in Stevenage, Hamilton's old home town, will appear at Brooklands' Autumn Motorsport Day on October 13 and will then head to the Haynes museum.

Thornton says he would love to reunite the seven-time world champion with his old flame. "He'd be welcome to come and have a drive. One other thing that's inspiring is his charity work and it would be nice to do something. We have some of his trophies too, including his Macau 2004 Formula 3 qualification race winner's trophy. We'd love to make contact."

September 13, 2014 – the Formula E series began in Beijing. Below: July 21, 2024 – the 10th season reached its thrilling climax in London's ExCeL



ELECTRIC RACIN



SAM BLOXHAM/LAT/GETTY IMAGES



G COMES OF AGE



Critics were cruel, saying Formula E wouldn't last and that its cars might even cook the competitors. Ten years on, the series is in fine health but as **Sam Smith** explains, F1 is about to rudely barge into its territory









Clockwise from top left: *from left*, Formula E execs Alberto Longo, Jeff Dodds, Manolo Ortiz-Tallo and Alejandro Agag; Monaco is a double-header in 2025; in the final weekend of ’24 it was possible for seven drivers to take the title; Jean-Éric Vergne is the only person to have won the title twice



Those title contenders in London, *from left*: Oliver Rowland, Nissan; Jake Dennis, Andretti; Jean-Éric Vergne, DS Penske; Nick Cassidy and Mitch Evans, Jaguar TCS; Pascal Wehrlein and António Félix da Costa, Porsche

A decade ago this month, Formula E was gearing up for its first race in Beijing. Following testing in the summer of 2014 there were serious concerns after mocked-up races had turned to farce at Donington ahead of the big day. Would the cars leave the grid? Could they all finish the race? And even, would they fry their drivers?

At best there was scepticism. At worst a kind of hysterical derision of cars that made little noise and were slower than F3 cars. But they did get off the grid, they finished the race (mostly... Nick Heidfeld was pushing for the lead when he crashed on the final corner) and no drivers were fried in the process. It wasn't exactly a glittering triumph but it proved that all-electric racing cars could make a show.

Those pioneering days of two cars per driver and random inclusions like Michela Cerruti and Salvador Durán on the grid are over. A decade on and Formula E is a slick world championship with the cream of talent and prestige OEMs like Nissan, Porsche and Jaguar as long-term factory operations.

There is a cost-cap, shiny races at Monaco, Tokyo, London and Mexico City, as well as a strong Saudi Arabian commercial strand that encompasses Neom (a new urban area in the north-west of the country), airline Saudia and Electric 360, a partnership to promote electric motor sport which involves Extreme E and is owned by the Public Investment Fund of Saudi Arabia (an entity that is one of the largest sovereign wealth funds in the world).



ABT Cupra's Lucas di Grassi gets air in the 2024 Tokyo ePrix

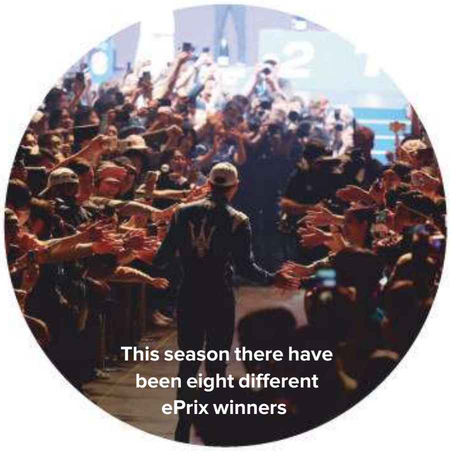
"In 2014 there were serious concerns after mock races turned to farce"

Its 10th season culminated in July with another dramatic run-in as Pascal Wehrlein, Mitch Evans and Nick Cassidy fought out a thrilling last-gasp duel in London. Wehrlein won in dramatic circumstances, while Jaguar TCS Racing scooped its first title.

Eight winners from 16 races and grids of 22 cars being separated by no more than 0.3sec on average shows that the FIA and Formula E got the basics of the Gen3 rules set right. It was painful getting there with several technical challenges to be overcome... but get there it did.

Against that backdrop is the fact that in June 2024 it was confirmed Liberty Global would be acquiring a majority holding of the all-electric world championship, taking shares that the Warner Bros Discovery group invested in (when it was known as Discovery) in March 2015. That effectively saved Formula E from the abyss, after the initial investment money had run dry forcing founder Alejandro Agag to help freight the cars from Buenos Aires to Miami in early 2015 with his own credit

PORSCHE, SAM BAGNALL/ALASTAIR STALEY/LAT IMAGES FOR FORMULA E



This season there have been eight different ePrix winners



SAM BAGNALL / ANDREW FERRARO / LAT IMAGES FOR FORMULA E

cards. The plan now is clearly to invest in extolling Formula E's strengths to try and gain traction in the media, especially through streaming services.

Formula E's CEO Jeff Dodds has been forthright in making more noise about the electric series and generally he hasn't disappointed. Yet, he is also pragmatic about Formula E's positioning and its young age compared to other motor sport disciplines like F1 and WEC.

"I use the analogy of snakes and ladders a lot," Dodds says. "There are definitely ladders every day. There's great stuff that happens but there's also snakes every day too because we're in a growing business and we're trying to do so much.

"On balance, we're trying to make sure the ladders are always bigger than the snakes. I think this season they have been. We had the Hyderabad and Indonesia [Jakarta] race location changes, which are things that are disappointing and frustrating. But then we had a couple of massive ladders and the PIF [Public Investment Fund] coming in makes people take notice.

"Liberty arriving and buying out the Warner Bros Discovery share and so taking majority ownership gives some conviction in our growth plan and Liberty having the capital to allow us to realise that growth and ambition was a really important moment."

That growth plan includes getting bigger broadcasters and more streaming services in place as soon as possible, with Dodds having been known to have already engaged with some of the big California-based streaming platforms prior to the season end.

"I think we're at a stage in our business where we need to have great relationships with large national broadcasters, whether they're free-to-air broadcasters or pay providers, but we need to have in each of our core markets great relationships with big, big free-to-air or digital providers," adds Dodds. "We've done a very good job of that with a few exceptions. During the off-season we have a couple of markets where we have to find better access for our fanbase."

> "We're in a growing business and we're trying to do so much"

That includes the UK which has been covered by the TNT network this season. The figures have been poor and the reaction of existing fans of going completely behind a paywall, with the exception of the London finale which was also covered on free-to-air Quest channel, has been mostly negative.

Along with that priority is getting a sizeable streaming deal, and Dodds is unequivocal in his desire to ensure Formula E does not just copy the *Drive to Survive* model that has proved so successful for F1.

"We can't just try and do exactly what other people have done before us because I don't think that's a challenge," said Dodds. "I think the challenge is: how do we find the streaming proposition that brings a new audience to Formula E but isn't a replication of what's gone before?"

While the media landscape is one priority, another is a more existential question that has been bouncing around for some time which centres upon the future of all-electric motor sport in general – how more EV technical use in Formula 1 could affect the

Jaguar sharpens its claws

In December 2015 at London's Shard, soon-to-be Jaguar team principal James Barclay spoke amid a throng of media on a return to international motor sport. The 'Big Cat', which was the first pukka manufacturer to sign up to Formula E, ticked off milestones such as first points (at Mexico City in 2017), first pole (Zürich in 2018), podium (Hong Kong, 2018) and win (at Rome, 2019). But a title had been elusive as it entered 2024.

Then, on the cusp of last season, it lost one of its key personnel in Phil Charles, a formative figure in building Jaguar's technical team. He went to rivals



Mitch Evans will forever remember the 2024 London ePrix for all the wrong reasons but Jaguar took the teams' championship, *below*

2023/24 DRIVERS' CHAMPIONSHIP TOP 10 FINAL STANDINGS

POS	DRIVER	NAT	TEAM	POINTS
1	Pascal Wehrlein	DEU	Porsche	198
2	Mitch Evans	NZL	Jaguar	192
3	Nick Cassidy	NZL	Jaguar	176
4	Oliver Rowland	GBR	Nissan	156
5	Jean-Éric Vergne	FRA	DS Penske	139
6	António Félix da Costa	PRT	Porsche	134
7	Jake Dennis	GBR	Andretti	122
8	Maximilian Günther	DEU	Maserati	73
9	Robin Frijns	NED	Envision	66
10	Stoffel Vandoorne	BEL	DS Penske	61

2023/24 TEAMS' CHAMPIONSHIP TOP 10 FINAL STANDINGS

POS.	TEAM	POINTS
1	Jaguar TCS Racing	368
2	TAG Heuer Porsche Formula E Team	332
3	DS Penske	200
4	Nissan Formula E Team	182
5	Andretti Formula E	169
6	Envision Racing	121
7	NEOM McLaren Formula E Team	101
8	Maserati MSG Racing	81
9	ABT CUPRA Formula E Team	56
10	Mahindra Racing	47
11	ERT Formula E Team	23



DS Penske to work with former Toro Rosso charge Jean-Éric Vergne.

It was a testament to the strength of what Jaguar has built at its new HQ in Kidlington, just a stone's throw from the old TWR base, that they pivoted so well. 2024 proved to be, by far, its best season in Formula E, with four victories, 10 other podiums and enough points to take a well-deserved teams' title, Jaguar's first since Teo Fabi and Silk Cut Jaguar scooped the 1991 World Sportscar Championship double.

"I'm so proud of what this team has achieved this year," Barclay says. "The car has been phenomenal and the teamwork has been phenomenal.

"It's incredible that Jaguar are back on the top step of the podium against giants like Porsche and I think we really punch well above our weight."



Formula E came to Japan for the first time in 2024 highlighting its global ambitions. The race took place on a new street circuit around Tokyo Bay

perception of their being an absolute need for Formula E.

Formula 1 will have 47% electric power within its mix for the new 2026 regulations, ensuring it has a decent EV message. Could that dilute Formula E, especially should it continue to suffer from a lack of visibility via free-to-view TV?

As of June 2024, there are 1,145,000 fully electric cars on UK roads, compared to the Society of Motor Manufacturers & Traders' data of just 37,842 from 2014. That's a large uptake and one that manufacturers involved in Formula E have taken a great deal of their future strategy from.

But if Formula 1 starts to lead the EV message it could become problematic in the long-term for Formula E. Dodds doesn't particularly see that though, saying that "the existential moment is always coming because Formula 1 is racing on internal combustion



There's no doubt that Formula E is a trailblazing championship, which is why this magazine presented the series with a special award at our centenary celebration

technology, whether it's 2035 or whether it moves out slightly depending on which government you're talking to and what their regulations are.

"There is a moment coming when it's going to be about alternative fuels because, in my opinion, continuing to race predominantly using the internal combustion engine is no longer going to be relevant to anybody. Let's remind ourselves that we [Formula E] have exclusive rights under the FIA to race only electric, so that sits with us."

That exclusivity clause is believed to be until 2039, by which time hydrogen-powered motor sport will most likely have found its feet and range. Whether this impacts on what a second epoch of Formula E might look like remains to be seen.

For now, Formula E can quite rightly allow itself a little time to stand back and be proud of its achievements – not just over the last season, but the last decade. It has proved many doubters wrong simply by still being in existence. But its unbridled ambition, the continuing support of the FIA and the manufacturers, as well as a buoyant driver market which sits outside of the financial regulations, means it is in decent shape.



Nicki Shields and Catie Munnings on TNT trackside duties

"Racing with the internal combustion engine will be irrelevant"

Its calendar at last appears to be reasonably stable with no changes expected between the provisional dates being announced in June to it actually beginning in December. That has been a rarity in previous seasons, and with an expansion of Tokyo and Monaco to double-headers next season there are two nailed-on big-corporate, big-commercial events that can showcase Formula E in a glowing and progressive light.

The mix of tracks has become a major focus in recent seasons with the glamour locations of Hong Kong, Rome and Paris having been disregarded. Shanghai and Misano entered the fray in 2024. Shanghai kind of worked; Misano didn't.

But like Formula E's own burning ambition, the cars will outgrow some of the tracks, meaning that a branching out to more-ambitious, self-created facilities with permanent circuits will be the defining element for the future.

That future doesn't feel as though it's hanging tenuously as it did in the immediate post-Covid years of 2022 and '23. Yet, as ever with international motor sport outside Formula 1, Formula E still has to fight tooth and nail to be seen and heard.

DOM ROMNEY/LAT IMAGES



How Gen4 will "wow the world"

Could Formula E's 2026 car rival F1?

Lucas di Grassi probably won't be racing in Formula E in 2026. But the 40-year-old will be taking a keen interest, believing that the next rules set will be "incredible" and will "wow the world with insane performance".

The plans for this era, which will kick off at the end of 2026, include regeneration capacity reaching up to 700kW and a power output of 600kW, a two-kit bodywork plan and active four-wheel drive.

The last of these attributes will already be included to a large extent via the update to the Gen3 era, known as Gen3 Evo, which will be on the grid for next season and begins at São Paulo this December.

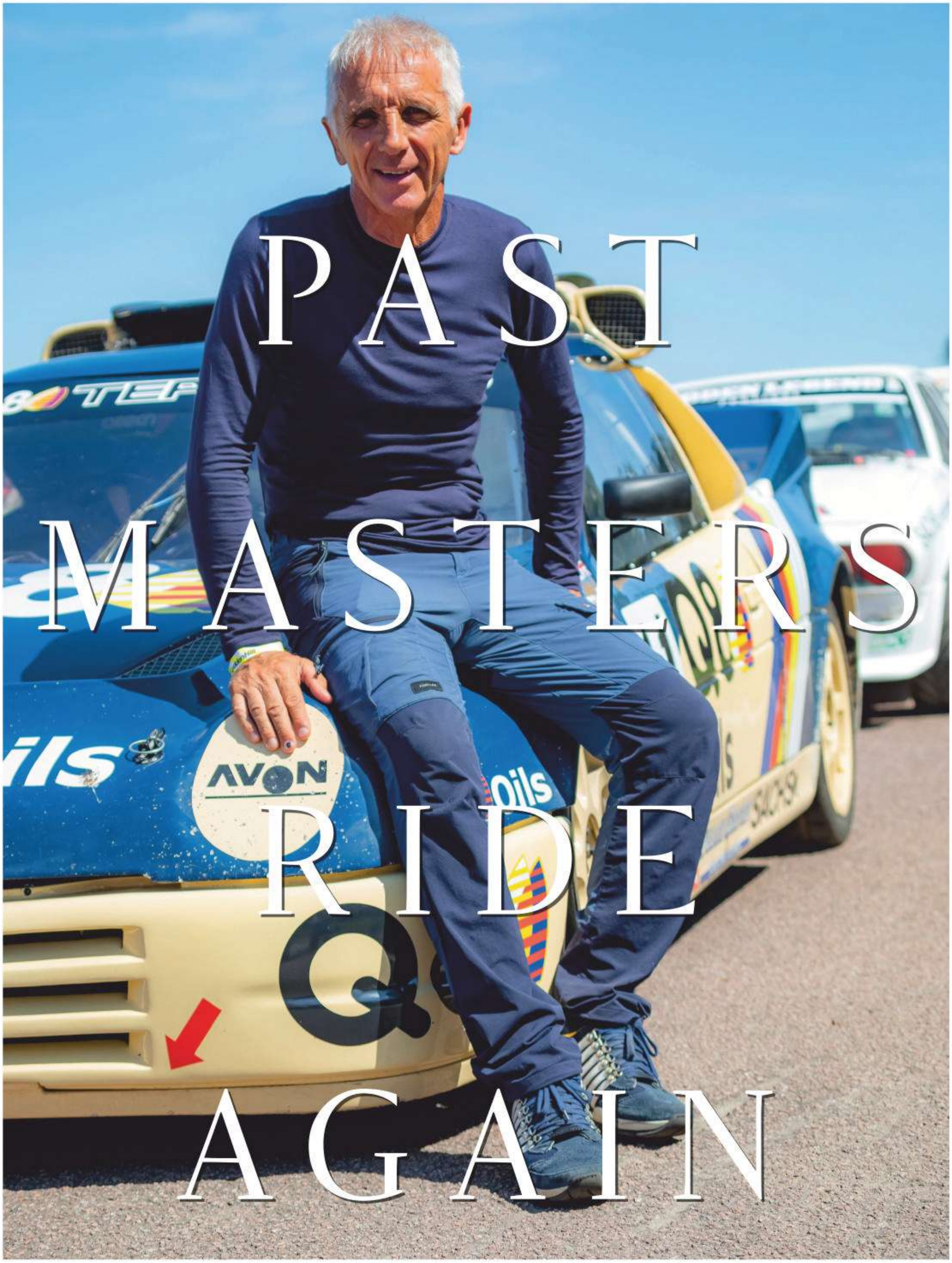
It's tempting to think that Formula E will become a genuine rival to Formula 1 but that is still fanciful. Despite some posturing from its promotional-savvy CEO, Formula E will have its work cut out to first find suitable circuits to race on.

Some tracks like Paris and Rome have already fallen by the wayside because of a perceived lack of room to extend. The ExCeL Arena track, which races inside and outside the great Docklands edifice, is also under threat for 2026, with Silverstone and Brands Hatch in negotiations to take a Formula E race.

Formula E is evolving, and while the challenges are great it is at least showing to the world that its once-nascent status is blossoming into something that is maturing – and has a sporting and technical backbone.



The next evolution of Formula E arrives in 2026/27 with the Gen4 car. Batteries will have a larger capacity meaning races may extend by 10 minutes-plus



PAST MASTERS RIDE AGAIN



Colourful bloom in the garden of rallycross. Left: French rally hero François Delecour with Pat Doran's Ford RS200

A heady array of great cars and cult heroes returned to the original home of rallycross for the Lydden Legend Festival. The much-loved Kent venue has a new hit on its hands

PHOTOGRAPHY: JONATHAN BUSHELL





Michael Leonard's Fiesta catches serious air. Right: quick spins under the hood







Spartan Lancia Delta S4 cockpit for Hans-Peter Füreder. Above right: Stig Blomqvist squiggle on Audi door sill







Left: rally ace Louise Aitken-Walker was a welcome guest. Far left: Alfa Romeo 155 for rallying? Why not?



Joe Murray presses on in ex-Bertie Fisher Sierra Cosworth





Stuart Emery's squared off Volvo 242. Right: Vauxhall Chevette HSR four-pot power



Group B heaven: organiser Philippe Tollemer and Jean-Claude Dupont brought Peugeot 205 T16s, Andy Krinks his Audi Quattro S1

The glory days of rallycross were celebrated at the sport's spiritual home in July as the Lydden Legend Festival tapped into a rich well of nostalgia. The event followed the return in 2023 of the World Rallycross Championship to the Kent venue – which, alas, was cancelled due to a battery fire that destroyed the Delta tribute cars of the Special One WRX team. This new festival gathered a wonderful array of classic rallycross-related machinery and was devised in collaboration with organisers of a similar event held in Lohéac, France.

Inevitably, 1980s Group B and 4WD monsters proved the biggest draw as crowds flocked back to Lydden, while a cast of great names – including cult World Rally hero François Delecour, multiple European Rallycross champion Kenneth Hansen and British fan favourite Will Gollop – returned to the bowl-shaped venue that has changed little through the decades.

A range of rallycross 'demonstration races' were held – drivers strained to hold back their enthusiasm! – along with doses of action from the Junior and Supercar ranks, while Lydden's cosy paddock was open to the public to allow fans to get up close and personal.

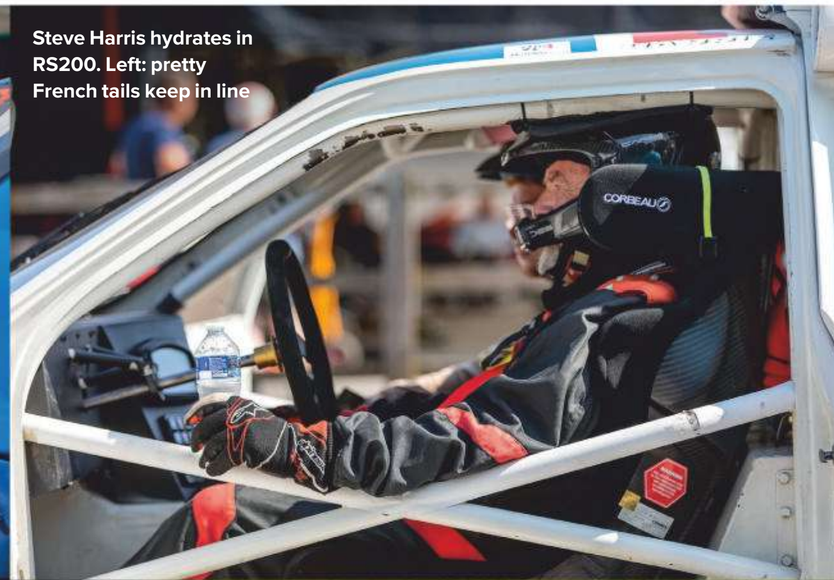
Philippe Tollemer, the concept creator of the Lohéac Legend Festival, ran the event with help from the French venue's Patrick Germain and his team.

"Being passionate about historic rally and rallycross cars, the idea of bringing together all these universes and creating a festival for passionate drivers and a connoisseur audience came to me naturally," said Tollemer. "The concept was to create a European event with 50% rally cars and 50% rallycross cars, each category having its own set of rules, and the outcome was a real-life museum, comprising of 90 racing cars ranging from the 1970s up to the 2000s.

"It was quite natural that we turned to the most beautiful rallycross circuit in France, Lohéac, for the first event in May 2023. It was an immediate success with 15,000 spectators and 90 exceptional cars from all over Europe. Everyone present had the feeling of having experienced an event of a new kind. In Lohéac, we decided to organise that event every other year to keep it exceptional, so it will return in May 2025. But my secret dream was for this concept to be exported to other countries, so I was immediately excited about the plans for the Lydden Legend Festival."

It shouldn't be a one-off. Plans are brewing for a second festival to run in 2026, but we hope it becomes an annual fixture, at a venue that's an overlooked gem.





Steve Harris hydrates in RS200. Left: pretty French tails keep in line





As front row line-ups go, Audi vs Lancia vs Peugeot vs Alpine works for us. Below: Walter Röhrl signature on Audi wheel



Fan favourite Liam Doran lights up in beastly twin-engine Monster Mini





Swede sight: Richard Connelly's Saab 99 Turbo. Below: heart of the matter in David Kedward's Lancia 037





Gérard Roussel's Renault 5 Maxi Turbo was a star. Above: You can be sure of Shell? Alan Crockett reckons so in his Opel Kadett






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Adam Crowton's BRC Astra in close-up. Right: spares ready to go. Below: Mick Strafford's Chevy Firenza Can-Am



Alfa by a nose. Below: period Ford Transit service van hits the spot. Right: rear haunch of David Halford's Quattro





Two-time British Rallycross champion Mark Rennison was reunited with this RS200 thanks to Steve Harris





Tackling 'chop shops' with Tracker

PBIS PETER BEST INSURANCE SERVICES EST. 1985

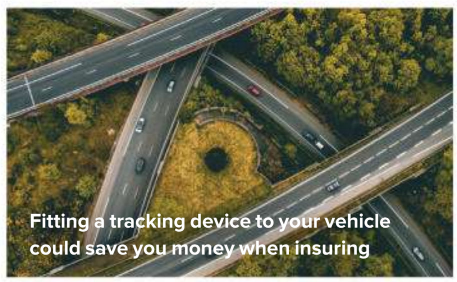
There's a worrying trend of automotive theft developing within the UK: the rise of the illegal 'chop shop'.

Modern car, van and motorhome thieves are far more sophisticated than they used to be, often working in highly organised gangs to target, steal and then profit from high-value vehicles such as SUVs, sports cars and such. However, they now have a new way of operating. Once a vehicle is stolen, the common practice used to be to remove its numbers and often ship it overseas to be re-sold at a premium. However, the rise in car-parts costs has changed that, and many stolen vehicles are now sent to pop-up chop shops to be stripped of their components and then shifted on piece by piece. For criminals there are many upsides to this, chiefly that it's easier to get car components out of the country illegally than an entire car.

The cost of items such as pollen filters, brake discs and pads have risen as much as 48%, already driving up the costs of insurance. Add in these chop shops - of which police discovered and shut down over 50 last year (and have unearthed an extra 37 so far in 2024) across sites such as industrial units and agricultural buildings - and it's a rising problem.

One way owners and insurers are fighting back is by adding high-tech tracking systems to their cars, so even if they are stolen, the systems can swiftly locate the vehicle - often within 24 hours - keeping it clear of the chop.

As Ben Halcro, head of sales at insurance brokers Peter Best (sister brand of Grove & Dean), explains, fitting the latest-generation tracking devices is a smart move when it comes to motor insurance. "These devices can reduce insurance premiums, especially on certain vehicles prone to theft. With this in mind, Grove & Dean and Peter Best have partnered with the market-leading company Tracker to provide a new type of 'Tracker Insurance' protection. Tracker is the UK's leading stolen vehicle recovery specialist and now, by fitting one of their devices to your car, you can benefit from a reduction in insurance premiums."



Fitting a tracking device to your vehicle could save you money when insuring

Tracker's latest offerings use ingenious dual technology, allowing police patrols and helicopters to track a vehicle using both VHF and GPS signals to defend against thieves using signal blockers, which can disrupt or jam a straightforward GPS system.

"The technology is very impressive," adds Halcro. "But don't worry, these devices are only enabled when a vehicle is stolen. There's no one tracking your driving behind the scenes."

So, by installing a Tracker, policy-holders could save money, with the added peace of mind of knowing they have technology on their side that could foil a theft before it even begins, and the insurance industry can benefit from facing fewer high-cost claims.

Visit the Peter Best website now for more information. Chop chop...
peterbestinsurance.co.uk

THE SHOWROOM

BUYING, SELLING, AUCTIONS, MEMORABILIA



Designed for a sheikh, this one-off Ferrari shooting brake never saw the dunes – and hasn't left Switzerland since '76... until now

ANDREAS WÜEST AG AND OTS & CO

DEALER STAR CAR

The great estate

Felber's Ferrari shooting brake was a head-turner at Monterey Car Week – and it's needing a home, writes **Simon de Burton**

Ferrari caused quite a stir with the launch of its FF grand tourer in 2011. While it might have been the marque's first factory-built car in the 'estate' format, it certainly wasn't the first such prancing horse to hit the road.

Way back in 1967 American importer Luigi Chinetti commissioned coachbuilder Vignale to create a shooting brake body for a 330 GT, a car that subsequently ended up in the renowned Petersen Automotive Museum before being briefly owned by Jamiroquai frontman Jay Kay.

In 1972, Chinetti also commissioned the conversion of a 365 GTB/4 Daytona into a high-speed station wagon on behalf of Florida real-estate mogul Bob Gittleman, tasking British firm Panther Westwinds with fabricating the one-off bodywork.

Panther was the Surrey-based builder of niche, retro-styled sports cars founded by designer Robert Jankel that, among other unusual models, produced the Tyrrell P34-inspired, six-wheeled, 8.2-litre Cadillac-engined Panther Six convertible of 1977.

And it was to Panther that the flamboyant Swiss car dealer Willy Felber turned in 1976 after receiving a potentially lucrative request from an Arab sheikh to supply a Ferrari that







Colombo V12, 4.4-litre. Above: cream-coloured Everflex roof. Inset right: Croisette – a one-off



Luxuriously 1970s leather interior – and there's also a fridge and TV in the cabin

was 'different'. Felber founded his Rolls-Royce and Ferrari dealership in the early '60s, enabling him to make a fortune from Middle East clients with endless petrodollars to spend on statement cars.

In order to facilitate this latest project, Felber bought this 1974-manufactured 365 GT4 (that was displayed on the Ferrari stand at the '75 Geneva Motor Show) from Swiss importer SAVAF in 1976 and asked Turin designer Giovanni Michelotti to sketch-out a shooting brake body.

Panther Westwinds completed the conversion in a matter of weeks – but Felber's client backed out of the deal, leaving the unique car without a home.

Finished in Blu Ribot with a white vinyl roof and equipped with a fridge and television set, the Felber Croisette SW certainly wasn't for everyone, and not until 1979 did Felber finally sell it – to Bern garage manager Albrecht Guggisberg. He, in turn, offloaded it to a Zürich-based Ferrari fan for CHF45,000, and it remained in his hands until being advertised for CHF300,000 in 1990 (£240,000).

The most recent owner, garage proprietor and Ferrari collector Roger Imboden, acquired it last year to complete his trio of Felber Ferraris – the others being the spectacular 365GTC/4-based 'Beach Car' and the 166 Spider Corsa-inspired FF.

In August, the car made its first trip out of Switzerland in almost 50 years when dealer Andreas Wüest, who operates from premises in Halwill, shipped it to California as a distinctive 'smoker' in which to cruise around during Monterey Car Week.

Still to the original specification in which it left Panther Westwinds, the car retains its twin roof-mounted antennae and Pelle Beige Connolly hide – and has covered fewer than 50,000 miles from new.

1975 FERRARI 365 GT4 CROISETTE SW SHOOTING BRAKE

On sale with Andreas Wüest AG and OTS & Co.
Asking: £385,000. otsandco.com

DEALER NEWS

Seventh Shelby takes its maker's mark



● Just before working on Ford's GT40 project, Carroll Shelby built six **DAYTONA COUPÉ**s to lock horns with Ferrari in FIA's GT class, assigning **PETE BROCK** to look after the bodywork. In 2011 Brock assisted with a *seventh* Shelby Daytona Coupé, *inset right*, on sale at **KLASIKÓ** in Malmesbury for £179,995. Brock has signed the battery box and bulkhead. All you need now is a Shelby Stetson.

● The skeletal frames of **PORSCHE CENTRE GUILDFORD**'s new £20m, 85,000 sq ft showroom can now be seen above builder's fencing should you be ambling along the River Wey footpath. "We're opening in December," said centre principal Jon Betts. "It might not be the biggest Destination Porsche Centre in Europe but it'll be up there – a place to escape to, somewhere to drop in, have a coffee and a chat."



● In 1977, not long before splashing out on the Ritz hotel in Paris, businessman and car fan **MOHAMED AL-FAYED** bought this silver, **FERRARI 512 BB**, RHD, *left*. By the time he'd sold it in 1984, Harrods had been added to his portfolio. Unrestored, with 19,533 miles on the clock, it's at **HOWARD WISE CARS** in Loughton for £299,995.

● Barnstaple's trailblazing **DEVONSHIRE MOTORS** is the UK's first to test **AI** tool **AUTOCHAT PRO** as a dealer staff assistant, which is finding quick answers to queries about car specs rather than manually finding that information. "This is a game-changer for productivity," said dealer principal Nathan Tomlinson.

● The most expensive car part to be bought on **EBAY** so far in 2024 has been an **AUDI R8 V10 5.2-LITRE PETROL ENGINE** at a cost of £16,567. We assume that was collection only. **LG**

IF YOU HAVE ANY INDUSTRY NEWS OR TIPS CONTACT LEE.GALE@MOTORSPORTMAGAZINE.COM

ANDREAS WÜEST AG AND OTS & CO, KLASIKÓ, HOWARD WISE CARS

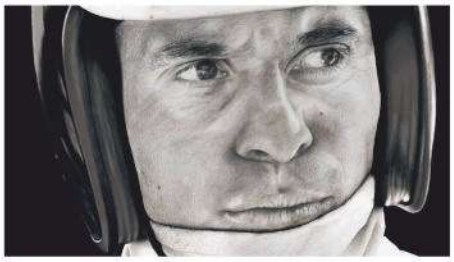


AUCTION PICKS

Stig's Sierra a six-figure hit

Ford fancies and a Merc Moss masterpiece feature in **Simon de Burton**'s sale round-up

1986 FORD SIERRA RS COSWORTH
SOLD BY BONHAMS, £165,833
Not only was this billed as "the most original surviving Group A Sierra RS Cosworth", it was driven as a factory entry in the 1988 WRC by none other than Stig Blomqvist. The legendary Swede pedalled this car around the Rallye de Portugal and Italian Rally 1000 Miglia. It was subsequently raced by Dutch star Erwin Doctor in 1989, after when it appears to have entered a time-warp, retaining all its special factory parts, including original window stickers and even a tax disc from 1990. UK road registered, it also featured a Luisi steering wheel engraved with Blomqvist's name.



JIM CLARK FINE ART PRINT
SOLD BY HAMPSON AUCTIONS, £575
This life-like image was a fine art print taken from a superb pencil portrait of Jim Clark by motoring artist Emma Capener. All proceeds from the sale of the print went to the Jim Clark Trust.



1981/1973 PORSCHE 911 RSR 'R7' RECREATION
SOLD BY BONHAMS, £92,000
Based on a 1981 911 SC, this was a brilliant recreation of the RSR 'R7' that competed at Le Mans in 1973, finishing fourth overall. Although FIA homologated, the replica remains street legal.



1971 FORD ESCORT MEXICO ESTATE
SOLD BY HISTORICS AUCTIONEERS, £32,032
Fans of the 1970s rally scene know about the Mexico saloon but what about the estate? Ford's Advanced Vehicles Operations made just three, inspiring this continuation built in 2015.



1954 AUSTIN-HEALEY 100/4 BN1
SOLD BY DVCA, £26,400
This was exported new to Australia where owner Bernie Huynen aka Mr Healey competed with it in races and rallies before taking it to New Zealand, from where it was repatriated to the UK in 1993.



2005 LAND ROVER DISCOVERY 3 V8
SOLD BY HISTORICS AUCTIONEERS, £22,880
A rare V8 Discovery, this served as an official press car on the 2006 G4 Challenge adventure competition staged in Thailand, Laos, Brazil and Bolivia. It had covered just 12,400 miles.



1975 ROLLS-ROYCE SILVER SHADOW II
SOLD BY HAMPSON AUCTION, £750
Possibly the cheapest Rolls to cross an auction block, this had been in a barn for 32 years. Not only was some fettling required before its next wedding, it had dropped off the DVLA register.

FORTHCOMING SALE HIGHLIGHTS

BONHAMS, KNOKKE-HEIST, LE ZOUTE, BELGIUM, OCTOBER 6
Belgium's answer to *The Truman Show*, Knokke-Heist is a freakishly genteel town on the North Sea coast which is said to be home to multiple Euro royals and to have one of the greatest concentrations of billionaires on the entire continent. This Bonhams sale complements the Zoute Grand Prix, a classic car rally for the rich that ends with a barbecue beside the beach and revelling long into the night.

RM SOTHEBY'S, HERSHEY, PENNSYLVANIA, OCTOBER 9-10
The ultimate hunting ground for lovers of classic American iron, this sale traditionally features cars dating from the so-called 'brass era' of the early 20th century to the most celebrated muscle cars of the 1970s. Among the latter will be an ostentatious Plymouth Road Runner Superbird, complete with towering 'trunk' spoiler and 'beep-beep' Road Runner horn. It could sell for as much as £175,000.

BARRETT-JACKSON, SCOTTSDALE, ARIZONA, OCTOBER 10-13
If you don't like crowds, don't head to Barrett-Jackson's 'fall' extravaganza sale. It's typically attended by tens of thousands of car enthusiasts who go to see thousands of collectors' cars cross the block for tens of millions of dollars. Among this year's madder offerings will be a slammed Chevrolet custom pick-up from 1965 – with six wheels and a 900bhp, supercharged engine.

RM SOTHEBY'S, LONDON, NOVEMBER 2
RM Sotheby's is still consigning cars for its annual London sale – but it's unlikely that many will be as special as the 1936 Delahaye 135 S works competition car raced for the factory by legendary Frenchman Albert Divo. It finished eighth at Le Mans in 1939 and was involved in the 1949 edition – and is now being offered for sale by the family of the late Johnnie Walker whisky heir Rob Walker.

2010 MERCEDES-BENZ SLR McLAREN STIRLING MOSS
SOLD BY RM SOTHEBY'S, £2.9M
There were only 75 SLR McLarens built to commemorate the 1955 Mille Miglia victory by Stirling Moss and *Motor Sport*'s Denis Jenkinson. The carbon-bodied roadster with a 5.4-litre V8 had just 28 miles on the clock.



BONHAMS,, RM SOTHEBY'S, HAMPSON AUCTIONS, HISTORICS AUCTIONEERS, DVCA

THE SHOWROOM

Motor Sport collection

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Editor's choice

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STIRLING MOSS SIGNED PRINTS

One of the most versatile drivers in history, Sir Stirling Moss left a legacy few will ever match. Although his competition career was cut short, curtailed by his Glover Trophy crash at Goodwood in 1962, Moss racked up a string of enviable accolades including 16 grand prix wins and that historic 1955 Mille Miglia triumph alongside this title's Denis Jenkinson. Since his death in 2020, Moss collectibles have risen in demand, and this selection of signed prints may be one of the final-ever releases.

You can choose from Moss in action (or in the pits, *above*) aboard Rob Walker's stunning Ferrari 250 GT SWB at Goodwood, speeding past a Monaco café aboard a Lotus 18, *left*, or wrangling Mercedes-Benz No722 around the tortuous Mille Miglia, *above left*. All prints are complete with a certificate of authenticity, and, where possible, photographic evidence of the signing. £99.95



JACKIE STEWART TYRRELL SIGNED BOX SET

This is a commemoration of the career of one of F1's most influential characters, both in and out of the cockpit. In 1973, Jackie Stewart won five grands prix in Ken Tyrrell's 006, scoring a third world title. The centrepiece of this box set is a 1:18 model of the car, kept safe by a wooden presentation box signed by Stewart and topped with the Scot's tartan. A percentage of the proceeds go to the Race Against Dementia charity. ***£349.95***

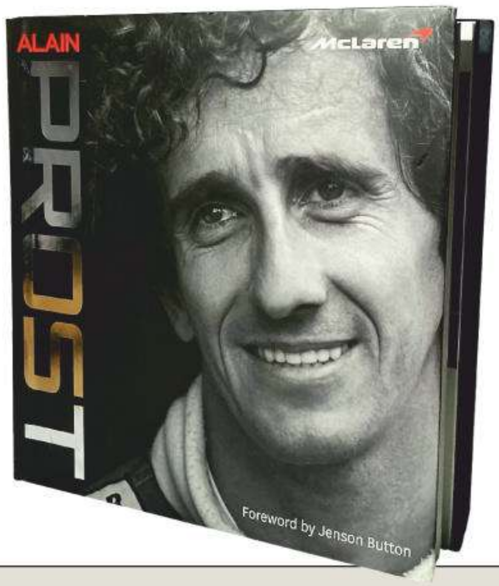


MICHAEL SCHUMACHER SIGNED DISPLAY HELMET

It's been a while since we had anything Michael Schumacher-themed to showcase. Notorious for not being a fan of signing sessions during his career – a fact that makes him one of the more faked signatures out there – the seven-time F1 world champion did put his pen to this full-size replica of his Ferrari crash helmet from the 1998 Japanese GP. Signed in person at Silverstone. ***£4995***

ABOUT THE *MOTOR SPORT* SHOP

With numerous special and unique racing-themed products, and many new items regularly added, the *Motor Sport* shop is aimed at both serious and casual collectors with a wide range of prices to suit your budget. Visit motorsportmagazine.com/shop





ALAIN PROST SIGNED BIOGRAPHY

A copy of the official McLaren biography of four-time F1 world champion Alain Prost, signed by the man himself. Written by Maurice Hamilton, this 256-page hardcover tracks the entire career of Le Professeur from his early days in karting through to the grand prix breakthrough and multiple history-making moments, such as becoming France's first world champion. Limited edition, signed on the inner cover. ***£49.95***



THE EXPERT VIEW

Safe storage

In the wide world of collectors there are two extremes: those who build collections so vast they run out of room for them; and those who build collections that rarely ever see the light of day. But even for fans who just buy a few treasures, make sure items are displayed and stored properly and they will last for years.

I was talking to a friend the other day about a release of 1:2-scale helmets and they said, "Yeah, I'll buy one and put it in a box under the bed." These are 'rainy-day collectors' who enjoy knowing they have something and keep it hidden away for future appreciation. Nothing wrong with this, and speaking as somebody who often sells collections from these sorts of people, they're great, as they often have rare items which will be in mint condition and usually supplied with a story.

I also know a chap who has collected so many scale models that he no longer has space for them in his home and has to rent somewhere to store them. People like this have trouble parting with their items but their collections are often very good. Owning is an appreciation of quality or beauty as much as an investment.



Display and storage is a big thing, so here's a few tips on keeping your investments in order:

Autographs: keep them out of direct sunlight. No pen is 'permanent', trust me.

Models: keep the box and all the papers. Displaying on a windowsill? Turn it every so often: it minimises fade. Display in a case, *above*, to protect from dust.

Books: really pack these into a bookcase snugly and upright. If you let a book lean it'll set in that position and ruin it.

Helmets: invest in a display case to protect from the sun, dirt and spillages.

Clothing: if you've got gloves, race suits, balaclavas, etc to store, use vacuum bags. They suck air and moisture out and allow treasures to be packed in total security.

If you ever come to part with a piece from your collection, condition is king so invest a little in looking after them and you will be rewarded, one day.

Andrew Francis is director at The Signature Store. thesignaturestore.co.uk


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A UK supplied example with only 7,219 miles from new and full service history by its supplying dealer **£330,000**



2003 FERRARI 360 CHALLENGE STRADALE
Supplied new to Switzerland but now UK registered and presented exceptionally well throughout............................ **£174,500**



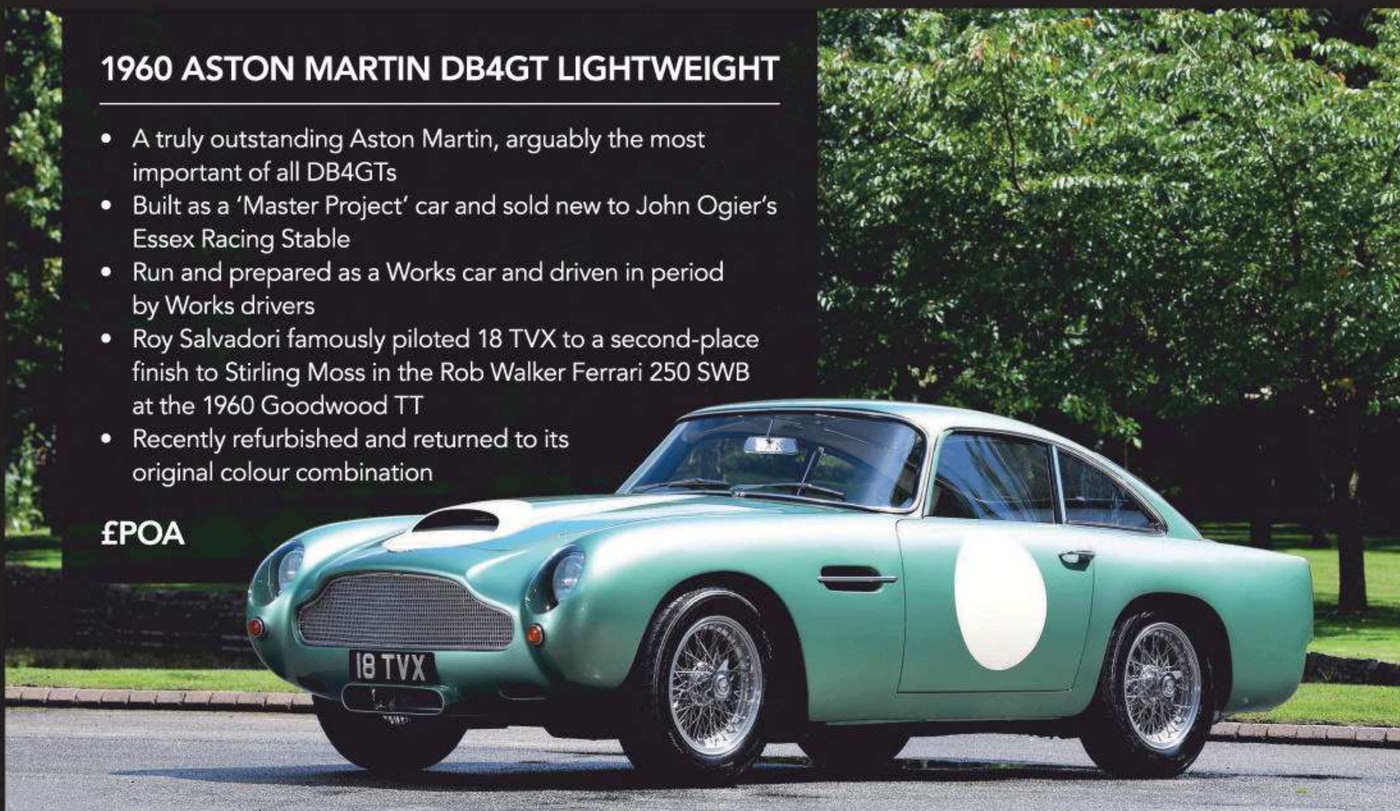
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1971 FERRARI 365 GTB/4 DAYTONA SPYDER
1 of only 18 European spec examples ever produced and Ferrari 'Red Book' Classiche certified .... **£POA**



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Recently restored and presented in excellent condition throughout, freshly prepared for sale by model experts Roger Bray..... **£POA**

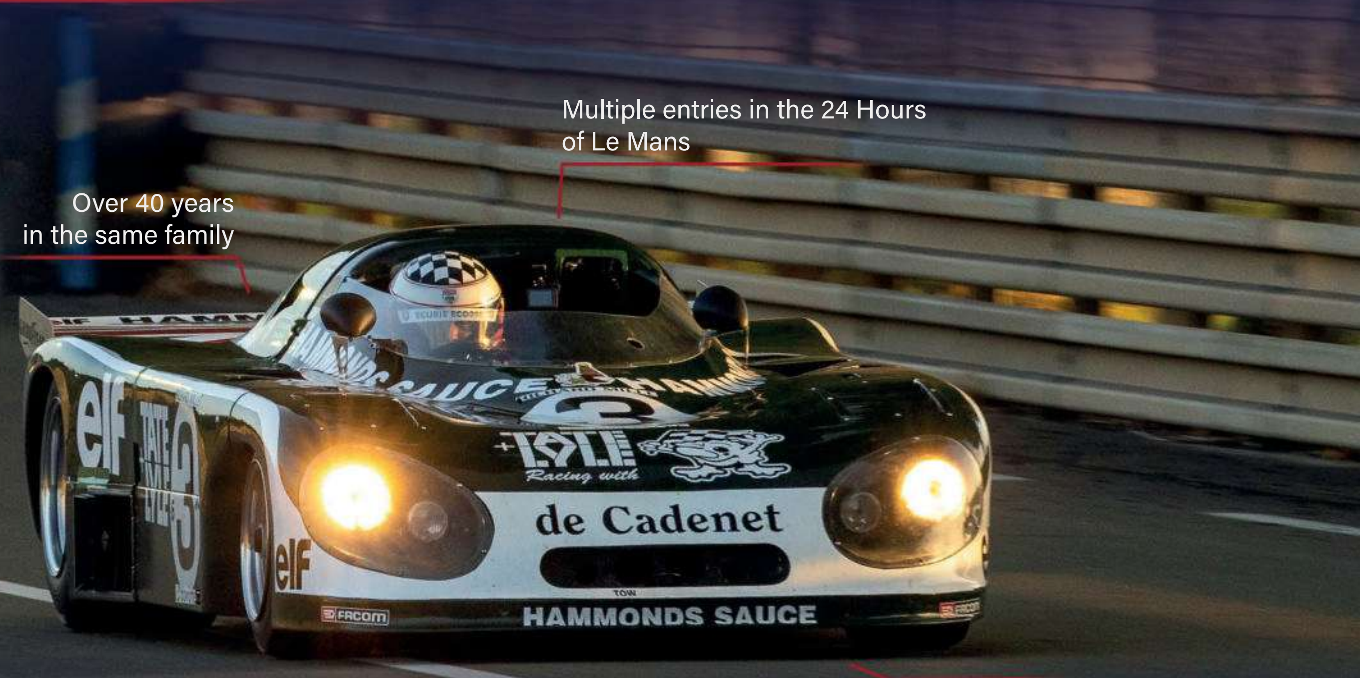


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911 GT3 (992)

Jet Green Metallic • Black 918 Bucket Seats • PDK Gearbox • 20/21″ Centre Lock Wheels • Carbon Roof/Upper Mirror Sections • Porsche Ceramic Composite Brakes • Front Axle Lift
5,542 miles • 2022 (22)

£174,995



911 Carrera 2 (993)

Riviera Blue • Black Leather Sports Seats • Manual Gearbox • 18″ Fuchs Wheels • Electric Sunroof • Body-Coloured Seat Backs • Blaupunkt Bremen DAB Radio • 86,515 miles
1994 (M)

£89,995



911 Carrera 3.0

Minerva Blue • Tartan Seats Sportomatic Gearbox • 15″ Fuchs Wheels • Electric Sunroof • Original Radio • Electric Windows • Previously Sold & Serviced by Paragon
33,984 miles • 1976 (P)

£89,995



911 Carrera 2 GTS (991.2)

GT Silver • Black Half-Leather Sports Seats • PDK Gearbox • 20″ GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono
Previously Sold & Serviced by Paragon • 8,889 miles • 2017 (17)

£84,995



911 GT3 (996.2)

Atlas Grey • Black Leather Sports Seats • 18″ GT3 Wheels • Cruise Control • Air Conditioning • Bi-Xenon Headlights • Previously Sold & Serviced by Paragon • 38,697 miles
2003 (53)

£82,995



911 Turbo (991)

Basalt Black • Bordeaux Red Leather Sports Seats • PDK Gearbox • 20″ Turbo III Wheels • Touchscreen Satellite Navigation • Sport Chrono
Previously Sold & Serviced by Paragon • 22,883 miles • 2014 (14)

£79,995



911 Carrera 2 GTS (991.2)

Jet Black Metallic • Black Leather Sports Seats • PDK Gearbox
20″ GTS Centre Lock Wheels
Touchscreen Satellite Navigation
Sport Chrono • Switchable Sports Exhaust • 25,807 miles • 2017 (17)

£79,995



911 Carrera 2 GTS (997.2)

Platinum Silver • Black Half-Leather Sports Seats • Manual Gearbox
19″ GTS Centre Lock Wheels
Bose Sound System • Electric Sunroof
Switchable Sports Exhaust
42,712 miles • 2011 (11)

£76,995



Cayman GT4 (981)

Jet Black Metallic • Black 918 Bucket Seats • 20″ GT4 Wheels • Clubsport Package • Touchscreen Satellite Navigation • Switchable Sports Exhaust • Sport Chrono
20,341 miles • 2016 (65)

£69,995



911 Carrera 4 GTS (997.2)

Meteor Grey • Black Half-Leather Sports Seats • PDK Gearbox • 19″ GTS Centre Lock Wheels • Switchable Sports Exhaust • Sport Chrono
Previously Sold & Serviced by Paragon • 41,420 miles • 2012 (12)

£67,995



911 Carrera 4 S Targa (997.2)

Carrara White • Black Leather Sports Seats • PDK Gearbox • 19″ Carrera S II Wheels • Touchscreen Satellite Navigation • Sport Chrono • Heated Seats • Bose Sound System • 43,039 miles • 2010 (10)

£49,995



Boxster S (981)

Carrara White • Black Leather Sports Seats • PDK Gearbox • 19″ Carrera S Wheels • Sport Chrono • Bose Sound System • Touchscreen Satellite Navigation • Heated Seats • 18,292 miles • 2012 (62)

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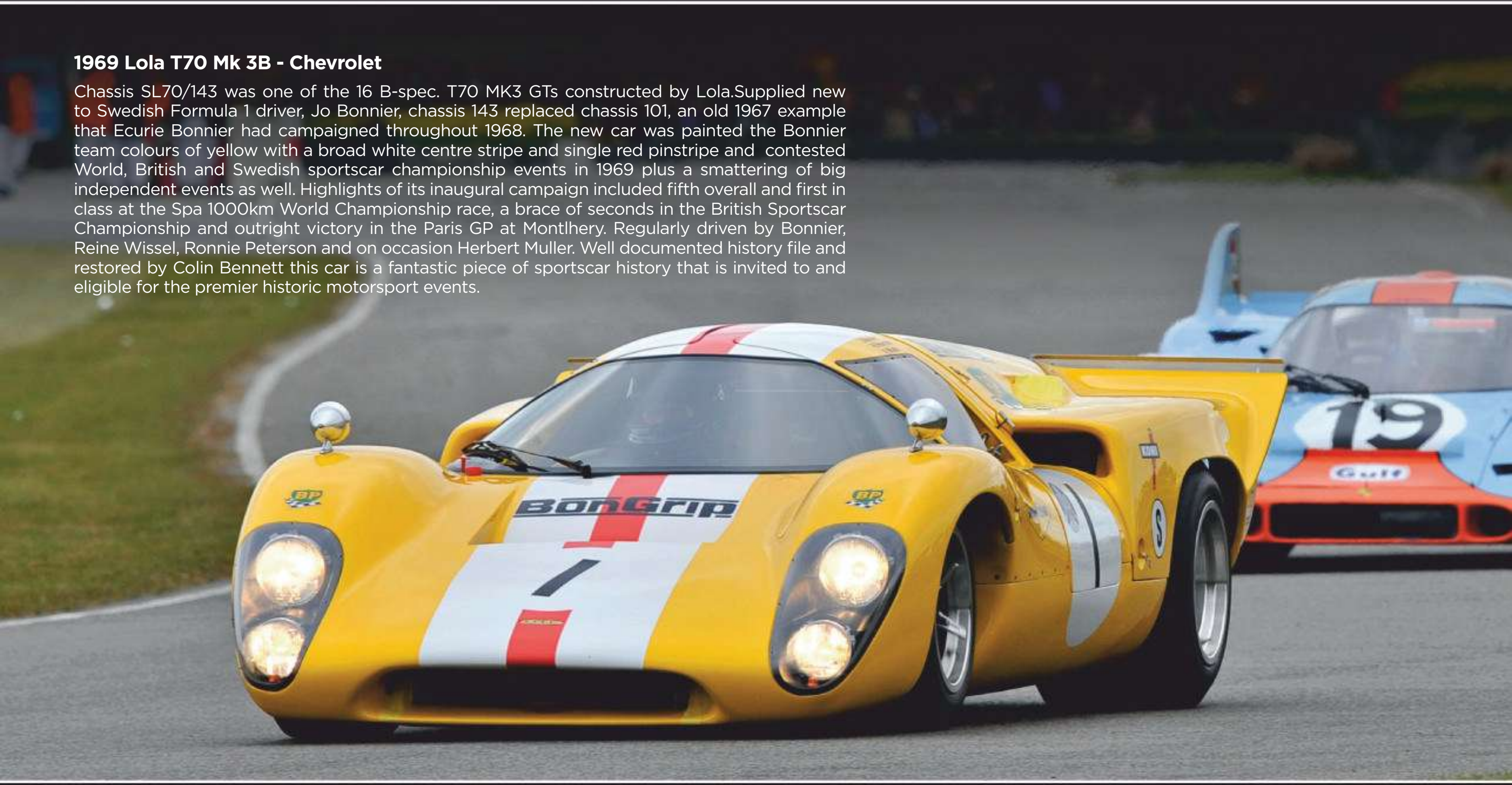
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SPEEDMASTER



Lola T280 - Ford Cosworth DFV 3.0L

Built in 1972 to take on the might of Porsche and Ferrari in endurance racing the T280 incorporated the DFV engine which was hugely successful in F1 into the sportscar design. One of only 10 similar cars built by Lola, it was driven to victory by Gerard Larousse and JP Beltiose in its first race the Paris 1000kms in 1972. More recently the car has been completely rebuilt and raced in both Masters Series, Peter Auto CER2 and Le Mans Classic. The car also benefits from recently rebuilt Richardson DFV, comprehensive mileage records and current crack test and fuel cells. Highly competitive in Masters with the new 9500rpm limit - a well sorted and competitive car.



1969 Lola T70 Mk 3B - Chevrolet

Chassis SL70/143 was one of the 16 B-spec. T70 MK3 GTs constructed by Lola.Supplied new to Swedish Formula 1 driver, Jo Bonnier, chassis 143 replaced chassis 101, an old 1967 example that Ecurie Bonnier had campaigned throughout 1968. The new car was painted the Bonnier team colours of yellow with a broad white centre stripe and single red pinstripe and contested World, British and Swedish sportscar championship events in 1969 plus a smattering of big independent events as well. Highlights of its inaugural campaign included fifth overall and first in class at the Spa 1000km World Championship race, a brace of seconds in the British Sportscar Championship and outright victory in the Paris GP at Montlhery. Regularly driven by Bonnier, Reine Wissel, Ronnie Peterson and on occasion Herbert Muller. Well documented history file and restored by Colin Bennett this car is a fantastic piece of sportscar history that is invited to and eligible for the premier historic motorsport events.

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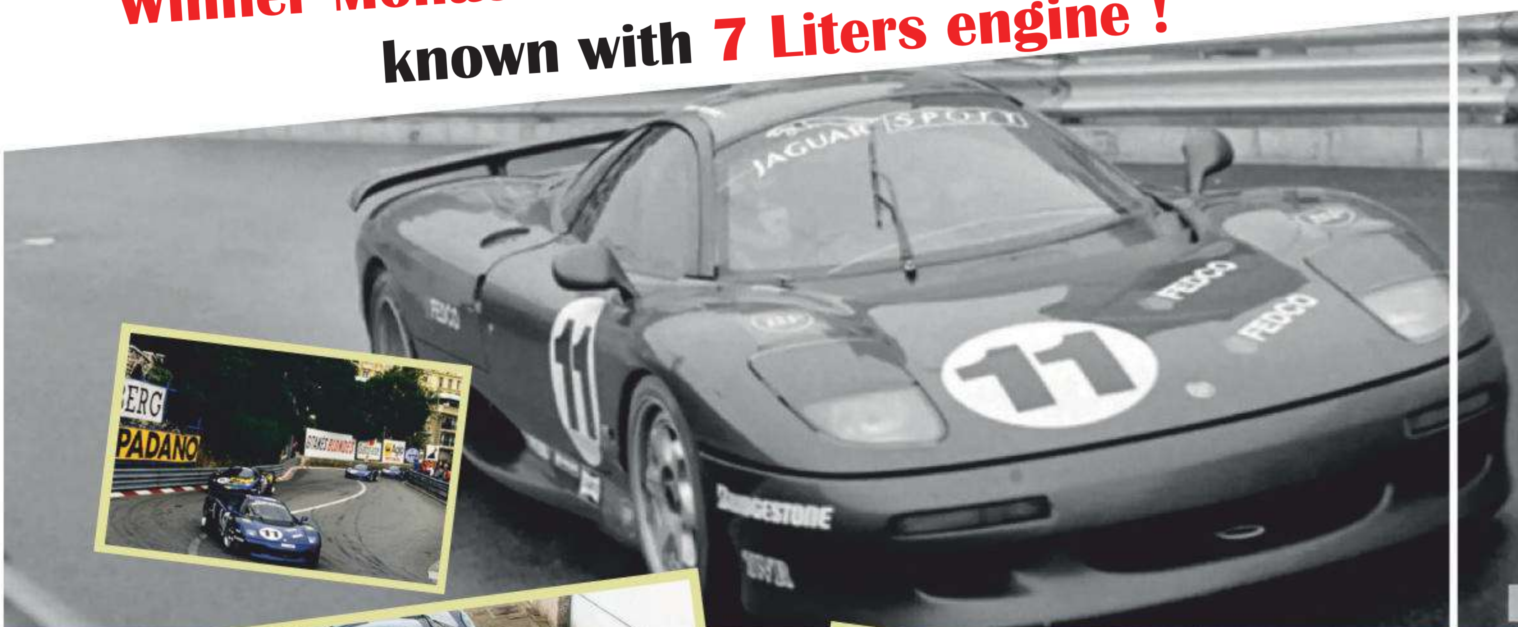
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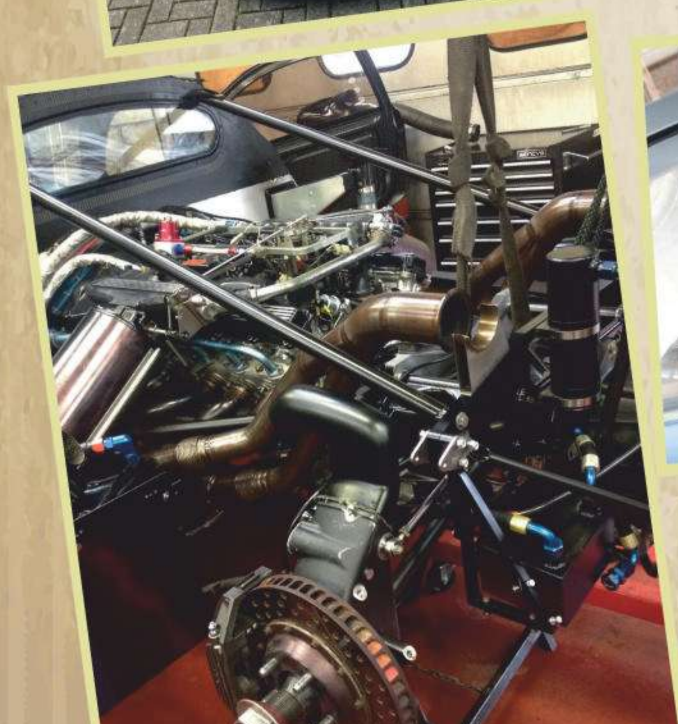
1990 Jaguar XJR-15

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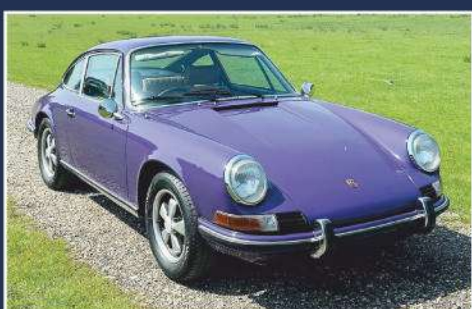
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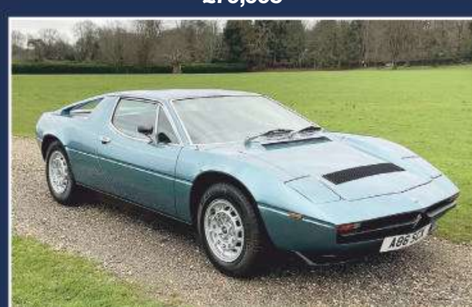
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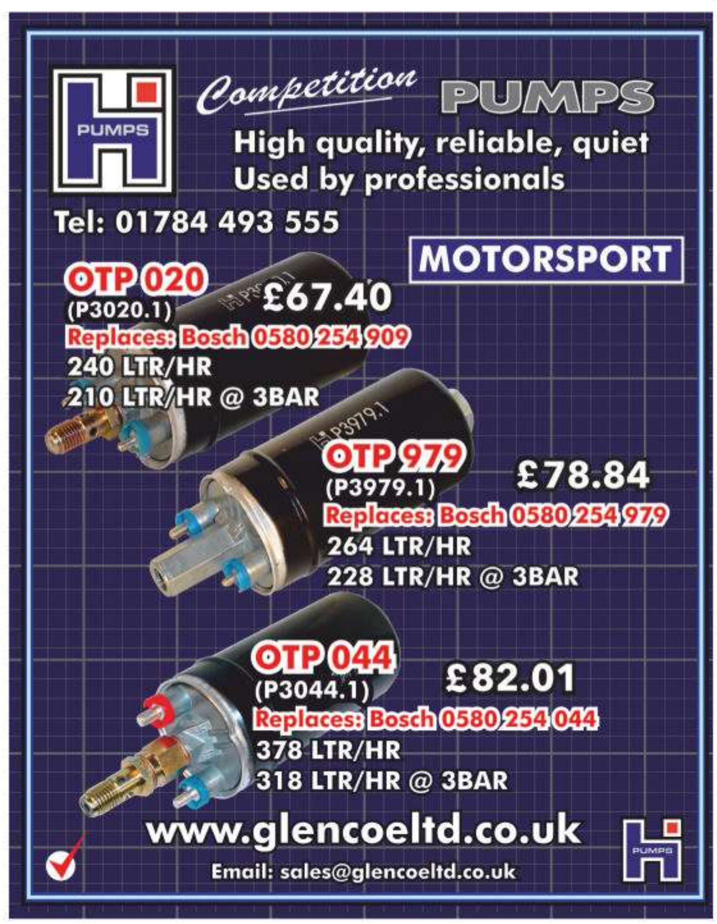
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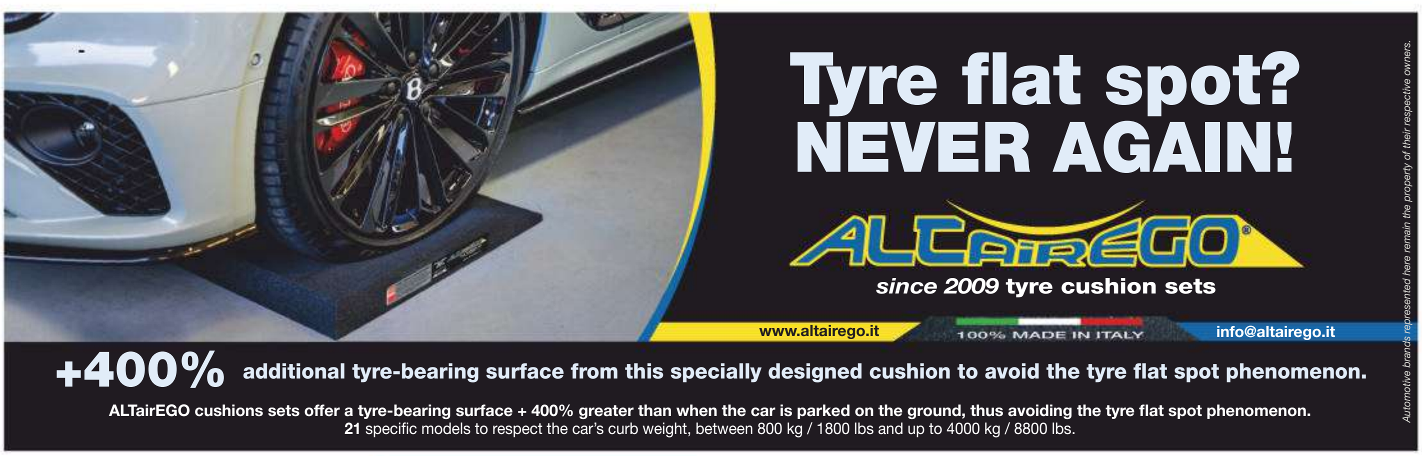

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